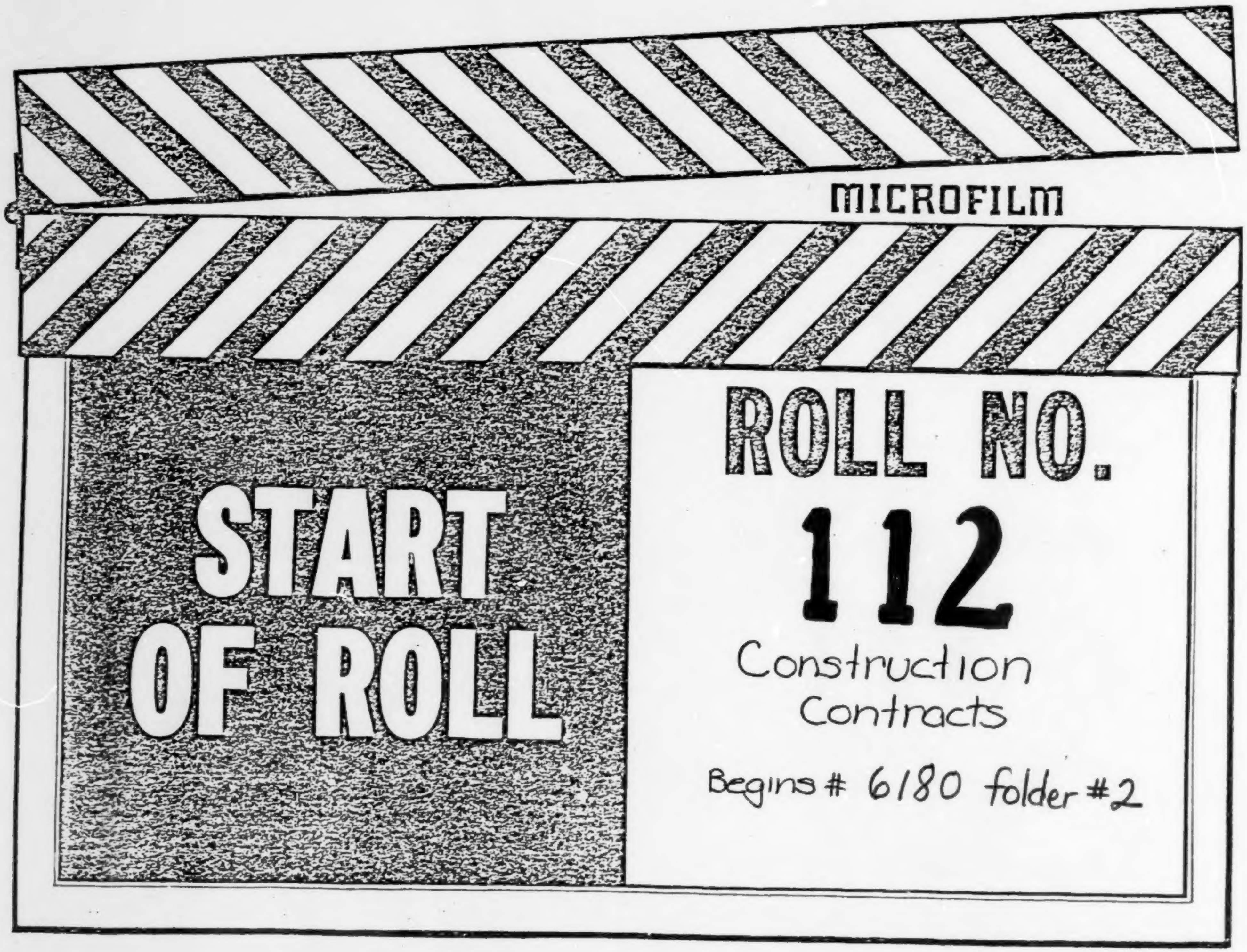

START OF ROLL

ROLL NO.

112

Construction Contracts

Begins # 6180 folder #2

I-80N-3(27) The Dalles Sec., Columbia 1962
81 River Hwy. (Grad. & Struc.)
#6180 Folder # 2

C&A
2250

RECEIVED
SEP 5 1962
FOR FILING

I-80N-3(27)87
6180

Salem, Oregon
August 31, 1962

Brewery Grade Interchange

Mr. Forrest Cooper
State Highway Engineer
Office

Attached is a copy of the Bureau's latest letter concerning interstate financing for the Brewery Grade Interchange at The Dalles. They continue to allege that their only responsibility is to finance the interchange to its closest connection with a road or to the closest point that a ramp may be brought to the ground.

Written rules and regulations having to do with this sort of thing seem to be nonexistent. The closest printed material I can find on the subject is as follows, and this is from the instruction manual which had to do with preparation of the last interstate cost estimate:

Section III, Viaducts in Urban Areas: "... Where a street intersection or the remainder of a block is to be modified as part of terminal of ramps to or from the viaducts, the costs may be part of the estimate.

Intersecting and Other Local Roads: "Crossroads, or local roads which are adjusted or relocated, are to be constructed to standards for the system of which they are a part. In addition to any necessary structure, the adjustment of the crossroad, including the grading, drainage, surfacing, etc., may be a part of the interstate improvement. The limits of the section to be included will be the points at which the new grade line reaches the normal ground line or the extremeties of ramp terminal or pavement flares at interchanges."

Also attached is a sketch map of the proposed freeway through The Dalles which indicates the location of the various interchanges, and also on which is indicated the expected traffic density at this interchange. It is most evident to us that without this interchange, traffic would not have a convenient or expedient method of reaching the city. This case is almost identical and parallel to the Salt Lake City situation, and I am sure that the Bureau of Public Roads has full authority to approve interstate financing for the complete construction.

Also attached is an aerial photograph on which I have attempted to indicate the location of the interchange by pencil line. I understand that the Tie Plant Road, which the Bureau feels is the limit of its obligation, is not a public road in this area but is property of the Union Pacific Railroad.

If anything further is needed on this subject, please let me know.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachments

Form E-49—30M-

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

INSTRUCTION MANUAL

Section III, Viaducts in Urban Areas: "-- Where a street intersection or the remainder of a block is to be modified as part of terminals of ramps to or from the viaducts, the costs may be part of the estimate." --

Section III, Intersecting and Other Local Roads: "Crossroads, or local roads which are adjusted or relocated, are to be constructed to standards for the system of which they are a part. In addition to any necessary structure, the adjustment of the crossroad, including the grading, drainage, surfacing, etc., may be a part of the Interstate improvement. The limits of the section to be included will be the points at which the new grade line reaches the normal ground line or the extremeties of ramp terminal or pavement flares at interchanges."

Crater Lake Hwy Prospect spraying?
Pete Cristman

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 22, 1962

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-3(27)81, Brewery Grade Interchange

Your letter of July 24 requested our further consideration of the limits of Federal-aid Interstate fund participation for the Brewery Grade interchange as indicated on the interchange layout approved by this office November 3, 1959 and later amended by our memorandum of July 18, 1962.

The reconstruction of local access to the boat basin by construction of a separation and approaches to existing roads on each side would have fulfilled the Interstate responsibility resulting from disruption of the existing access roads to this area. However, the State chose to locate an interchange here and to construct a new road connecting from the interchange south to Columbia River Road on top of the 30 foot bluff. Therefore, the Interstate responsibility should end on the south side of the interchange at the touchdown point where an acceptable connection can be made to the existing ground or to the grade of the existing road. Such a connection can be made to existing Tie Plant Road.

The proposed connection from Columbia River Road to the interchange would constitute an entirely new road not in any way necessitated by the physical construction of the Interstate facility, and the cost of constructing this new road beyond the south limit of the interchange at the above described touchdown point is not an Interstate responsibility.

Therefore the limits of Interstate fund participation as outlined in our memo dated July 18 are still valid.

RECEIVED
AUG 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

August 29, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass Section
Columbia River Highway
Wasco County

Under the agreement covering The Dalles Bypass which your company recently completed and sent to us, we had acquired property in the SW¼ of Section 34, Township 2 North, Range 13 East, and also in the NW¼ of Section 3, Township 1 North, Range 13 East, as a part of the Interstate Highway entering The Dalles from the west. Both of these properties are adjacent to the Northwest Liquefied Gas Company's plant and the Texas Company's bulk plant.

Since this original agreement was negotiated, we have decided that a service road giving access to the Port dock and to other property lying north of the freeway is justified. This will require the purchase from your company of 1.5 acres adjoining the properties covered by the agreement.

Attached are two copies of a section of the right-of-way map of this area on which the property is shown outlined in brown. I also attach duplicate copies of our description of the property.

Our appraisers have examined the property and appraised it as having a value of $375. This value is partially based upon the fact that without this service road the property is completely landlocked and that severance damages are taken into account in the payment for the first purchase of property through the agreement.

With the construction of the service road, access will be granted to the railroad's remaining property. This service road connects with Bargeway Road which, in turn, passes under the Interstate Highway and connects with the existing city street system in The Dalles.

It would be appreciated if you would consider this offer and advise us. It is suggested that the matter be handled as a straight right of way purchase rather than complicate the presently prepared agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. R. M. Brown
bc Mr. Forrest Cooper
Mr. R. L. P rter
Mr. F. B. Klaboe
Mr. W. T. Albright

FORM E-30 30M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 24, 1962

SUBJECT: File No. 34762 - O.W.R. & N. Co.
The Dalles By-Pass Section
Columbia River Highway
Wasco County

To:

Mr. G. S. Paxson
Deputy State Highway Engineer

Office

We forward herewith three copies of our right of way description covering two small parcels of land needed from the U. P. Company's holdings for construction of the frontal road west of the Port of The Dalles dock.

No maps were supplied to us with this description, but can be provided by Mr. Floyd Scott, if you desire them.

We have appraised these two parcels at a value of $375. This value pertains only because under Oregon law, we cannot offset the several thousand dollars of special benefits against the value of the land itself.

It should be called to the attention of the railroad that we require that parcel I be restricted to access to frontage road only and that parcel II is restricted to no access to the highway facility.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:sm

Attachments 3

RECEIVED
AUG 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DESCRIPTION ONLY

O. W. R. & N. Company

The Dalles By-Pass Section

Wasco County

File No. 34762
PC 7-31-62
8B-10-19

Columbia River Highway

Right of Way

PARCEL NO. 1

A parcel of land lying in the SW¼ of Section 34, Township 2 North, Range 13 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at the Northeast corner of Section 4, Township 1 North, Range 13 East, W. M.; thence Northerly along the Easterly line of that property described in that deed to Mid-Columbia Terminal, recorded in Book 126, Page 195 of Wasco County Deed Records to a point of intersection with a straight line extending Southeasterly from a point 130 feet distant Northeasterly, measured at right angles from the center line of the relocated Columbia River Highway at Highway Survey Station 2304+83.10 to a point 110 feet distant Northeasterly, measured radially, from said highway center line at Highway Survey Station 2310+83.10, said point of intersection being the true point of beginning; thence Southeasterly along the last above described straight line to said point that is 110 feet distant Northeasterly, measured radially, from said highway center line at Highway Survey Station 2310+83.10; thence Southeasterly along a straight line to a point that is 110 feet distant Northeasterly, measured radially, from said highway center line at Highway Survey Station 2312+93.38; thence Southeasterly along a straight line to a point in the South line of said Section 34 (said straight line when produced passing through a point 150 feet distant Northeasterly, measured radially, from said highway center line at Highway Survey Station 2316+00); thence East along said South line to a line which is parallel with and 80 feet Northeasterly of the center line of a frontage road; thence Northwesterly parallel to said frontage road center line to a point which is opposite and 80 feet Northeasterly of Station "FR" 19+25.51 on said frontage road center line; thence North 86° 31' 14" West to the Easterly line of said Mid-Columbia Terminal property; thence Southerly along said Easterly line to the true point of beginning.

The center line of the relocated Columbia River Highway herein referred to being described as follows:

Beginning at Engineer's center line Station 2304+83.10, said Station being 1551.57 feet North and 2396.16 feet West of the Northwest corner of the William C. Laughlin D. L. C. #38, Township 1 North, Range 13 East, W. M.; thence on a spiral curve right (the long chord of which bears South 77° 12' 30" East) 600 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 68° 03' 15" East) 210.28 feet; thence on a spiral curve right (the long chord of which bears South 58° 54' East) 600 feet; thence South 55° 54' East, 1350.15 feet to Engineer's center line Station 2332+43.53.

The center line of the frontage road herein referred to being described as follows:

Beginning at Engineer's center line Station "FR" 8+00, said Station being 1997.05 feet North and 3037.40 feet West of the Northwest corner of the William C. Laughlin D. L. C. #38, Township 1 North, Range 13 East, W. M.; thence South 55° 38' East, 188.09 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears South 66° 33' East) 545.84 feet; thence South 77° 28' East, 391.58 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 66° 41' East) 718.89 feet; thence South 55° 54' East, 734.05 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 65° 03' 45" East) 229.06 feet; thence South 74° 13' 30" East, 342.49 feet to Engineer's center line Station "FR" 39+50.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.3 acres, more or less.

O. W. R. & N. Company

The Dalles By-Pass Section

Wasco County

File No. 34762
PC 7-31-62
8B-10-19

Columbia River Highway

Right of Way

PARCEL NO. 1

A parcel of land lying in the SW¼ of Section 34, Township 2 North, Range 13 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

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The center line of the relocated Columbia River Highway herein referred to being described as follows:

Beginning at Engineer's center line Station 2304+83.10, said Station being 1551.57 feet North and 2396.16 feet West of the Northwest corner of the William C. Laughlin D. L. C. #38, Township 1 North, Range 13 East, W. M.; thence on a spiral curve right (the long chord of which bears South 77° 12' 30" East) 600 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 68° 03' 15" East) 210.28 feet; thence on a spiral curve right (the long chord of which bears South 58° 54' East) 600 feet; thence South 55° 54' East, 1350.15 feet to Engineer's center line Station 2332+43.53.

The center line of the frontage road herein referred to being described as follows:

Beginning at Engineer's center line Station "FR" 8+00, said Station being 1997.05 feet North and 3037.40 feet West of the Northwest corner of the William C. Laughlin D. L. C. #38, Township 1 North, Range 13 East, W. M.; thence South 55° 38' East, 188.09 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears South 66° 33' East) 545.84 feet; thence South 77° 28' East, 391.58 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 66° 41' East) 718.89 feet; thence South 55° 54' East, 734.05 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 65° 03' 45" East) 229.06 feet; thence South 74° 13' 30" East, 342.49 feet to Engineer's center line Station "FR" 39+50.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.3 acres, more or less.

PARCEL NO. 2

A parcel of land lying in the NW¼ of Section 3, Township 1 North, Range 13 East,

W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at the Northwest corner of said Section 3; thence East along the North line of said Section 3 to a point of intersection with a straight line extending Southeasterly from a point 110 feet distant Northeasterly, measured radially from the center line of the relocated Columbia River Highway at Highway Survey Station 2312+93.38 to a point 150 feet distant Northeasterly, measured radially, from said highway center line at Highway Survey Station 2316+00, said point of intersection being the true point of beginning; thence Southeasterly along the last above described straight line to said point that is 150 feet distant Northeasterly, measured radially, from said highway center line at Highway Survey Station 2316+00; thence Southeasterly along a straight line to a point in the low water line of the Columbia River, (said straight line when produced passing through a point 175 feet distant Northeasterly, measured at right angles, from said highway center line at Highway Survey Station 2322+00; thence Northwesterly along said low water line to the North line of said Section 3; thence West along said North line to the true point of beginning.

The center line of the relocated Columbia River Highway herein referred to being described in Parcel No. 1.

The parcel of land to which this description applies contains 0.2 acre, more or less.

pf/lo

RECEIVED
SEP 11 1962
FOR FILING

Salem, Oregon
August 29, 1962

Mr. George Rohde
Assistant Counsel
BUILDING

The Dalles Section
Columbia River Highway
Wasco County
R/W Files 30898 & 23465
Rohde 9-5-62

Some time ago we were at The Dalles concerning the access to the Sunshine Biscuit Company property and discussed with the Union Pacific Railroad people the possibility of obtaining access for westbound traffic to the Sunshine Biscuit Company property over the private roadway which we are to construction for the Union Pacific. Attached is a copy of my letter of August 9 to the Union Pacific Railroad Company and a copy of a letter dated August 27 from the Railroad; also, attached are three prints from Sheet No. 7 of the plans for The Dalles Section.

On this plan I have shown in red the westbound route of the reconstructed existing Columbia River Highway which passes under the south end of the Brewery Grade Overcrossing. Just westerly of this structure, the private roadway of the Union Pacific takes off toward the north and is colored in green. Both the red and green lines are one-way traffic westbound. This green one-way traffic private road joins with another private road of the Union Pacific, colored in blue. This road is two-way traffic and provides access in and out of the Railroad's yards. The location of the Sunshine Biscuit Company property is shown in yellow.

In the deed to the State from the Sunshine Biscuit Company, the Company reserves for service of its property a right of ingress by way of a roadway over the abutting railroad property which will connect with the westbound lane of the existing Columbia River Highway. The connection is to be at the northerly side of the highway right of way opposite Highway Station W 10+90. You will note this station on the map is southerly of the Railroad's private roadways and any ingress to its property would necessarily cross or use these private roadways. The topography is such that it is entirely impracticable to construct an ingress roadway at this point as there is a considerable grade difference between the red and green lines.

You will note from the copy of the Union Pacific's letter dated August 27 that the Railroad is willing to grant the Sunshine Biscuit Company a license in the customary form for use of that portion of the Railroad's private roadway leading from the westbound lanes of the main highway over the green and blue lines to the present access, or to some other access to the Company's property. This is entirely practicable and in view of the fact that we must convey the easements to the Railroad without restrictions, I would suggest that you attempt to negotiate a change in the deed which they have furnished us.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.
cc Mr. F. B. Klaboe

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

AUGUST 27, 1962

File Ref. D 315 - 2 - 93

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

The Dalles Bypass Section - Columbia River Highway

Kindly refer to your letter of August 9 concerning property acquired by the State from Sunshine Biscuits, Inc. to accommodate our relocated Track 200 in connection with the captioned project.

Upon application by Sunshine Biscuits, Inc., we are willing to grant it a license in the customary form for use of that portion of the Railroads' private road referred to in your letter.

We note that the reservation in the deed from Sunshine Biscuits, Inc. to the State is of a right of ingress over the "abutting railroad property" and the deed further provides that the "covenants, burdens, restrictions and reservations shall run with the land ..." Therefore, we must advise you that the reservation of rights contained in the State's deed is not acceptable to our Companies in its present form.

We are reasonably certain that this problem can be worked out perhaps by a further correction deed from Sunshine Biscuits, Inc. to the State, or perhaps in conjunction with license-agreement between that Company and the Railroads. Also, we believe it should not be necessary to delay execution of the agreement in its present form pending negotiations over this relatively small point.

With our letter of June 28, agreement covering The Dalles Bypass Section project was submitted to the State for execution.

In line with our discussions with you on August 6 regarding this and other property matters, we believe these may be reconciled by a supplemental agreement.

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
AUG 29 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 6-61 36881

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 24, 1962

SUBJECT: Supplemental Crossing Agreement
U. S. Bureau of Reclamation
The Dalles Project, Oregon
Supplement to Contract No.
14-06-100-2458

To: Mr. G. S. Paxson
Deputy State Highway Engineer
OFFICE

This is in reply to your letter of August 20, 1962 transmitting the subject agreement to this office for review and recommendation.

This supplemental agreement revises Article 4(b) of the agreement signed on May 25, 1962 by the Highway Commission, and revises maps numbered 884-134-46 and 884-134-51 to conform with this Article 4(b) as revised.

The May 25 agreement provided that "A 12.5 KV electric transmission line . . . shall cross the centerline of U.S. Highway 30 at an angle of 92 degrees 15 minutes at Highway Station 927+24.9, being Transmission Line Station 76+92.44 . . ." This revision changes the angle crossing the U.S. Highway 30 from 92 degrees 15 minutes to 97 degrees 32 minutes, the Highway Station from927+24.9 to 926+99.3, and the Transmission Line Station from 76+92.44 to 76+38.06. Map number 884-134-46 reflects this change.

Map number 884-134-51 shows a change in the alignment of the transmission line as it crosses State Highway Right of Way, outside the proposed access control lines of Interstate 80N, between Stations 2277 and 2286, in the vicinity of Terminal Avenue. This change brings the proposed transmission line closer to the proposed access control line, but this is not objectionable to the State.

This supplemental agreement is satisfactory to the Construction Division, and we recommend it be approved and signed by the Highway Commission at its meeting of September 20, 1962.

F. D. Morgan
Construction Engineer

by FB Klaboe
F. B. Klaboe
Ass't Construction Engineer

[illegible]
AUG 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:db
cc: R. L. Porter

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 8, OREGON

NPPKW-1.4
NPP 285/70a(Columbia R.-Boat Basin)-1.

13 August 1962

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

1 Incl
Permit dtd 13 Aug. 1962

RECEIVED
AUG 15 1962
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
AUG 2 1962

FOR FILING
Maint
Traffic
Routine
The Dalles

August 1, 1962

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Dear Sir:

Re: Your File 00/1037
Ser. oan-125

This will acknowledge receipt of your letter of July 23 requesting plans for the small boat basin upstream from the Port of The Dalles, Oregon

We are just now negotiating for permits for this construction and our final plans are not yet complete. When they are complete, you will be furnished a set.

It will be some time before any contracts will be awarded for the work and ample time will be given for you to determine the requirements for navigational aids.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
bc Mr. R. L. Porter)
Mr. L. H. Young)

Please keep this in mind so that, when available, plans may be furnished to the Coast Guard.

RECEIVED
JUL 31 1962
FORM E-30 50M 11-61 40230
FOR FILING

Maint
Traffic
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Th. Dalles
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1962

SUBJECT: The Port of The Dalles

To: MEMO TO FILE

On this date, a meeting was held in the office of William Dick, Attorney for The Port of The Dalles, to discuss engineering matters in connection with the Port facility. I informed Mr. Dick that we had investigated the following propositions and gave him my answers:

(1) That we change the proposed relocation of the ferry slip to a point on the easterly edge of the small boat basin. I informed Mr. Dick that this was a matter between the Highway Department and the County Court, that we were under agreement on this at this time, and that any change would have to be at the instance of the County Court.

(2) Construction of a frontage road westerly from the small boat basin along the northerly side of the freeway. I informed Mr. Dick that this was not an economical thing for the State and Federal Governments to do; therefore, it could not be built.

(3) Construction of a roadway westerly from Union Avenue to Bargeway Road. This is feasible; it can and will be made a part of our construction program, the grade to be built wide enough to accommodate a railroad spur if the Port decides to build one. This spur would not be located entirely off of the traveled way but would have to encroach on one of the traffic lanes.

(4) The filling of the area under the westerly dock is too expensive to be considered and the Highway Department could not agree to this request. In this connection, we had checked with the Corps of Engineers and it would not admit any liability to the Port.

It was the suggestion of Mr. Dick that a panel consisting of four people get together to see if differences in right-of-way appraisals could be reconciled and to see if there were any possibility of an area of settlement of the Fort right-of-way matter, this panel to consist of Mr. Dick, and an appraiser of his choice, representing the Board, and Mr. Lindas, and an appraiser of his choice, representing the State. Will Mr. Lindas please pursue this matter after conferring with the writer.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn
Kenneth N. Fridley
cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. I. Lindas

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1962

SUBJECT: Port of The Dalles
Interstate 80N

To: Mr. Forrest Cooper
State Highway Engineer
Office

The Urban Design Section has estimated the cost of the filling under the westerly dock at The Dalles port facility to be $280,000. This estimate is based on the proposition that the Corps of Engineers, or some other agency, will build a sea wall on the river side of the wharf. The estimate includes a rock toe fill, a rock embankment cover on the slopes, and a rock blanket on the surface. The core of the fill would be dredge material and would be brought up to an elevation of approximately ten feet below the floor level of the wharf. It is estimated that this will provide enough covering of solid pile to provide support for the next few years and would allow the Port sufficient room to construct spread footings and some type of columnar support at the time the existing pilings are no longer usable.

This estimate contains the usual allowances on estimated items and the additional 20 percent covering engineering contingencies. I think, all in all, this is a conservative estimate as far as we are concerned, and it is quite possible that the work could be done in the $200,000 to $225,000 range.

I have been advised by the Right of Way Department that should we construct the frontage road from Bardgeway Road east to the wharf, somewhere in the vicinity of $20,000 is all it can justify offering the Port for right-of-way taking and damage. It appears that our course is clear; that we should tell the Port representatives we are constructing the westerly frontage road, and the Right of Way Department will then negotiate with them for a monetary settlement, which must cover all remaining items of value.

R. L. Porter

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

L D
EST COOPER

RECEIVED
JUL 1962

FOR FILING

Mains

Traffic

Rtg

The Dalles

1

July 9, 1962

The District Engineer
U. S. Army Engineer District, Portland
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Boat Basin
The Dalles

In the construction of the bypass of The Dalles on US30 (Interstate 80-N), it will be necessary to move and reconstruct the small boat basin just upstream from the Port of The Dalles terminal. We also propose to build a frontage road leading into this terminal from the west. This will require certain excavations and embankments in the pool below The Dalles Dam.

I submit herewith tracings and four prints showing the location and details of these excavations and embankments. Areas crosshatched in red are embankments and those crosshatched in blue are excavations. You will note that south of the Port facility we show an area involving both excavation and embankment. We propose to excavate the recent soft sediments in this area and replace them with suitable material.

Your examination and approval of a permit for this construction will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.
bc Mr. Forrest Cooper

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6,1962

SUBJECT: The Dalles Section

To: G. S. Paxson
Deputy State Highway Engineer

OFFICE

Herewith, are the required prints of proposed Embankment and Boat Basin Plans at The Dalles for the U. S. Engineer's approval.

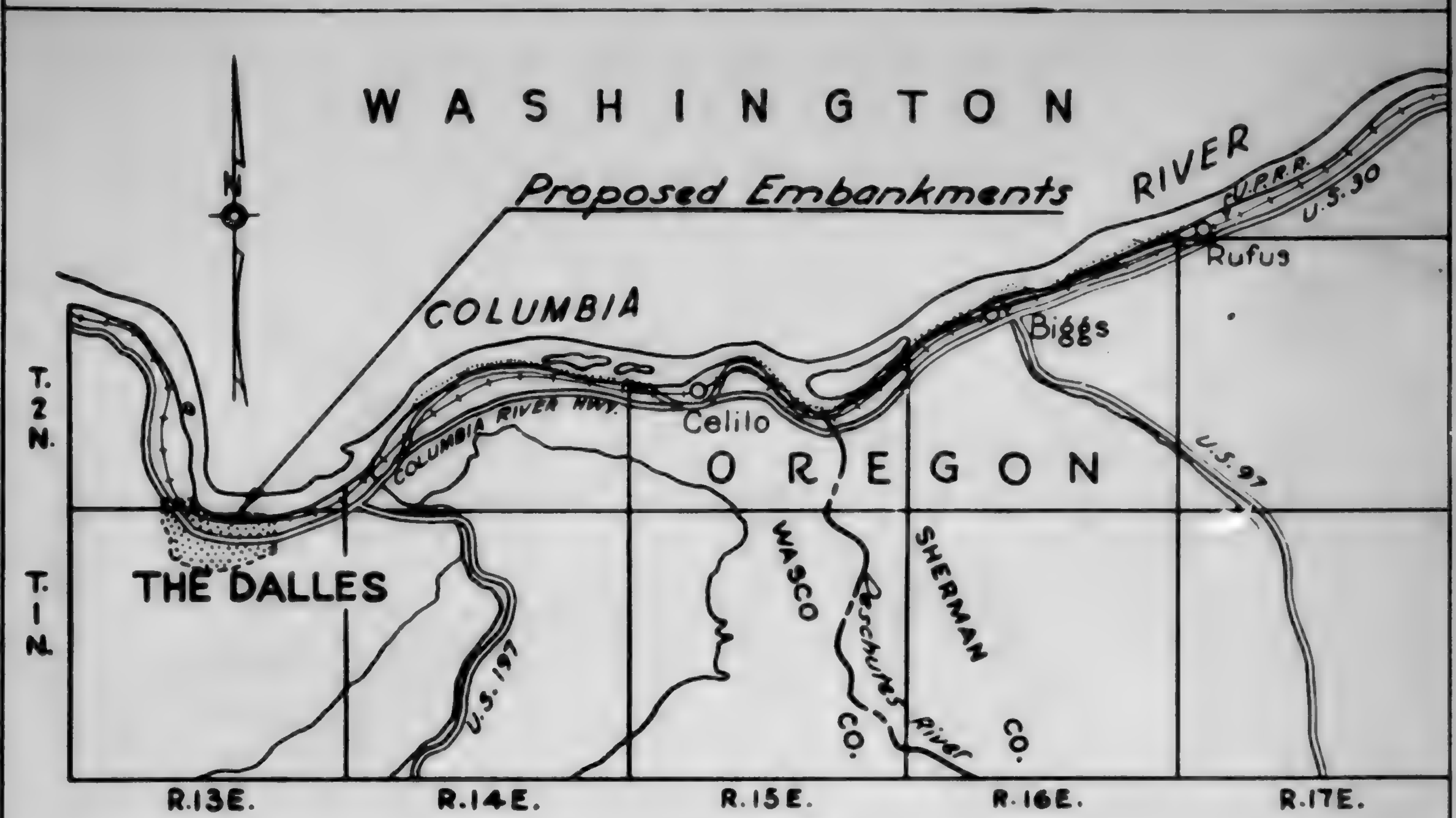
This section has been cut out of the original plan to submit all such work from The Dalles to Rufus.

Dave Moehring states that a plan of the Boat Basin has recently been submitted to the engineers but no reply has been received as of this date.

Stu Couper

Stu Couper
Asst. Section Head

Att.



Location Map

0 1 2 3 4 5 6

Scale in Miles

OREGON STATE HIGHWAY DEPARTMENT

PROPOSED EMBANKMENT IN COLUMBIA RIVER

THE DALLES SECTION

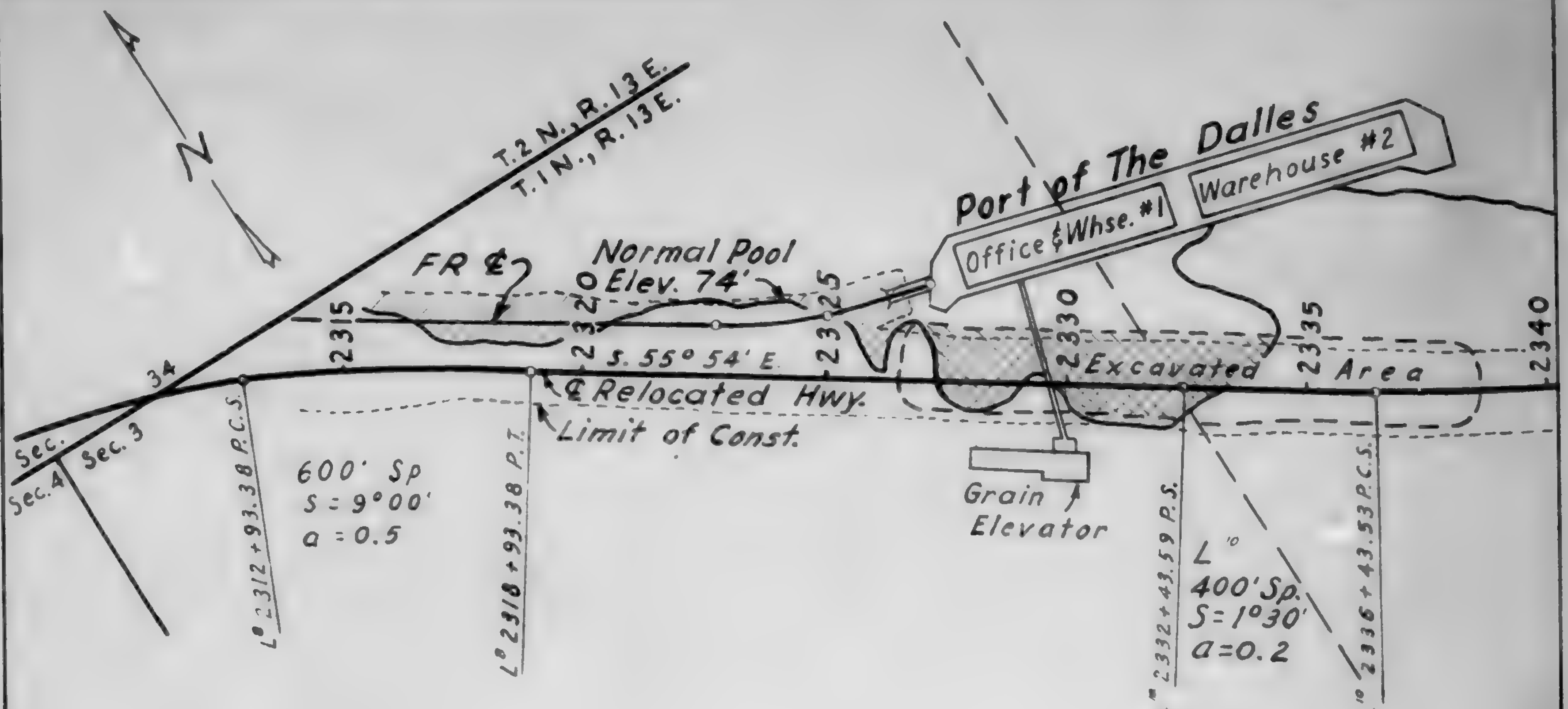
COLUMBIA RIVER HIGHWAY

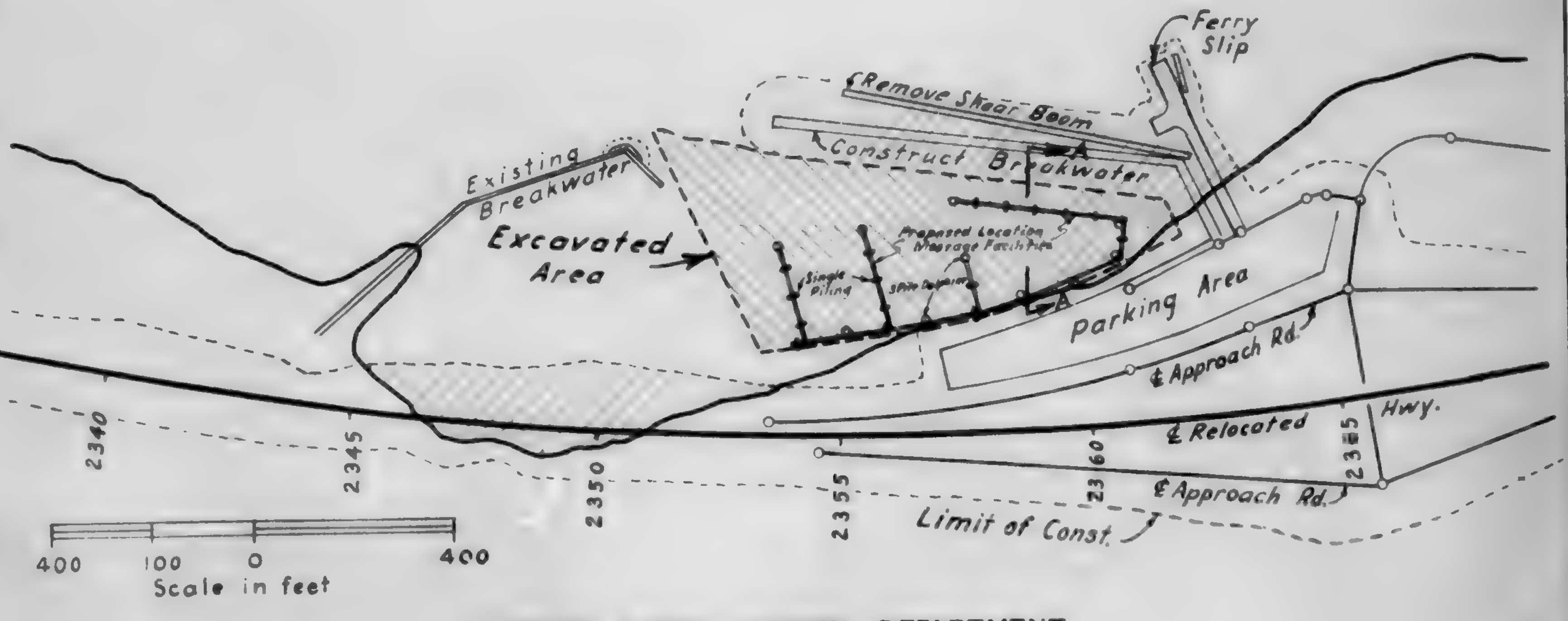
WASCO COUNTY

OREGON

JULY, 1962

Sheet 1 of 4





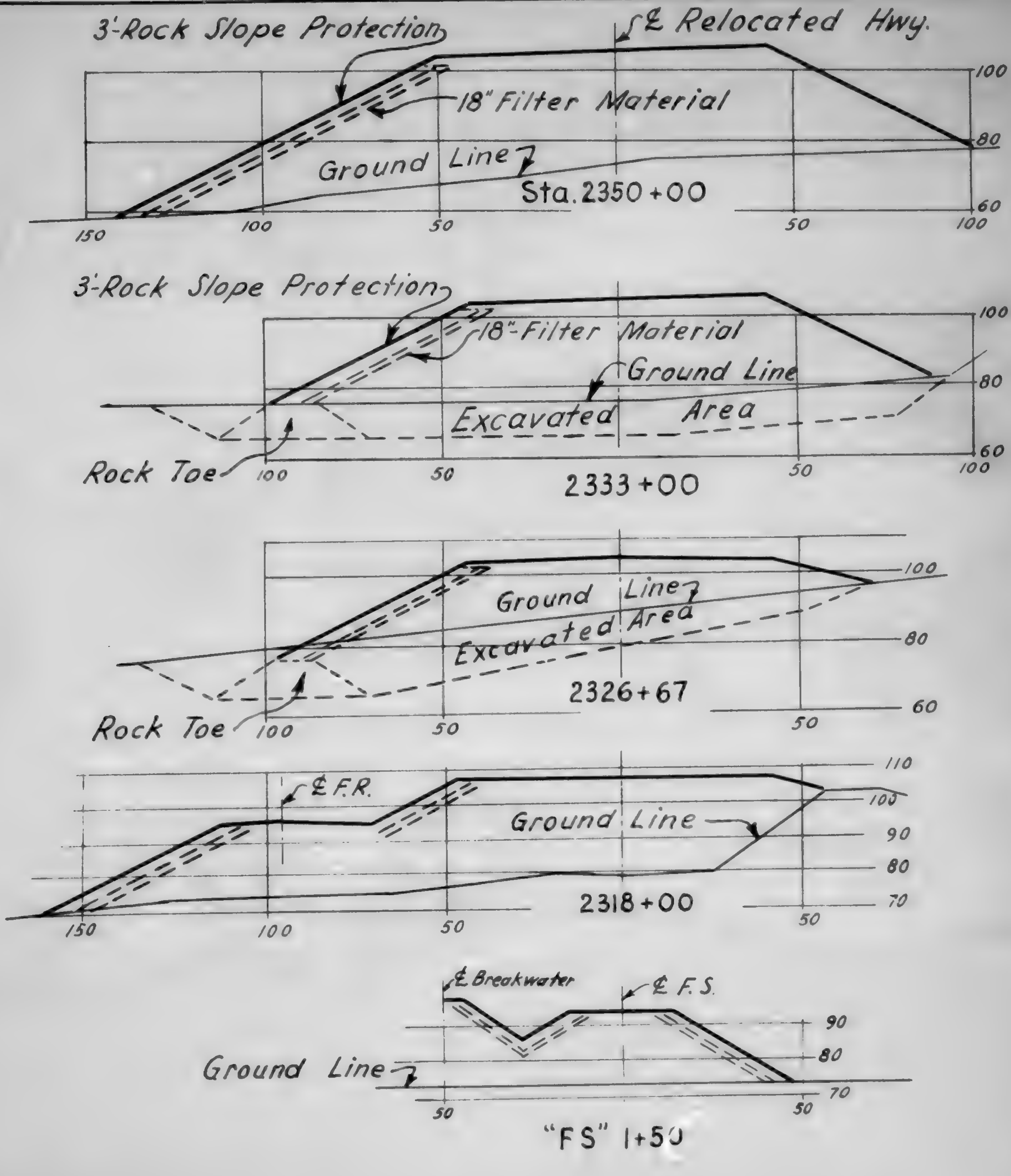
OREGON STATE HIGHWAY DEPARTMENT

PROPOSED EMBANKMENT IN COLUMBIA RIVER

THE DALLES SECTION

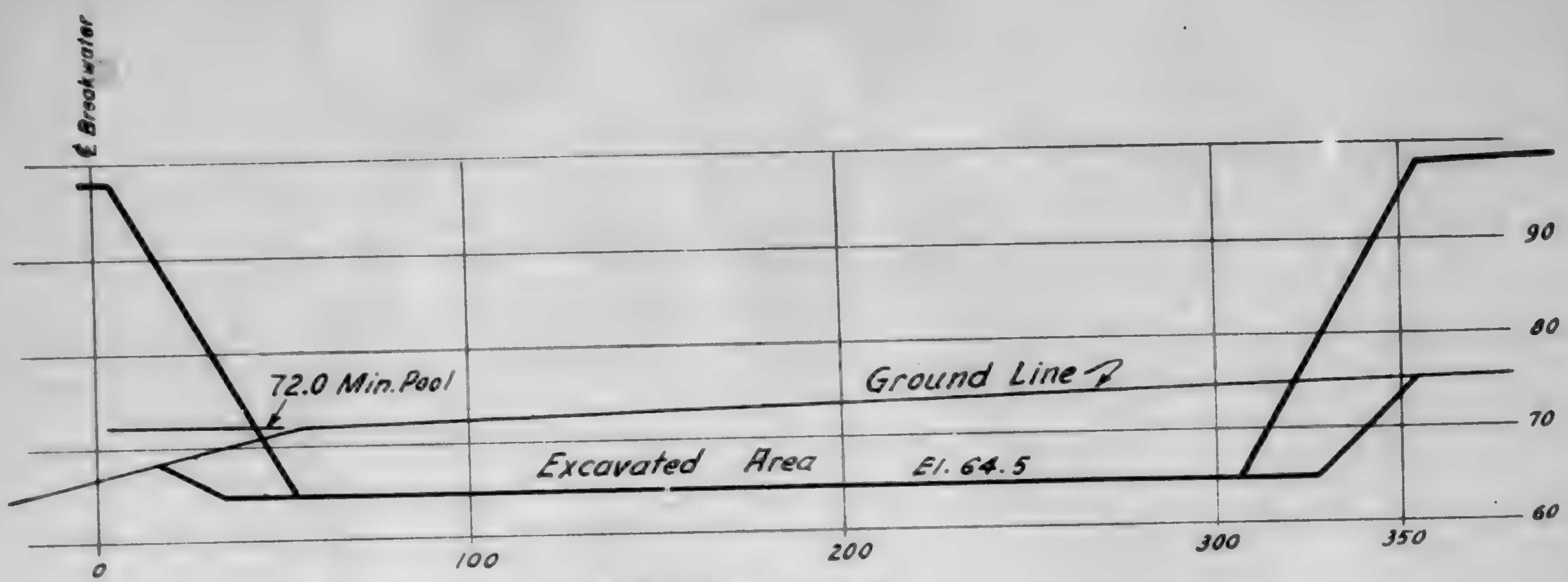
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

Sheet 2 of 4



TYPICAL SECTIONS
THE DALLES SECTION

Sheet 3 of 4



SECTION A – A

TYPICAL SECTION
THE DALLES BOAT BASIN
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

Sheet 4 of 4

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 424

REFERRED TO
Forrest Cooper AUG 15 1962

Oregon State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

On May 25, 1962, the State of Oregon and the United States entered into an agreement covering the crossing of existing U.S. Highway 30 and proposed Interstate Highway 80 North by certain irrigation and transmission line facilities to be constructed by the United States in connection with The Dalles Project, Oregon. It has recently been necessary to make some minor changes in the location of the proposed transmission line covered in the agreement. The new alignment changes the location of the line where it crosses Highway 30 and also over the State's property identified in the May 25 agreement as Parcel 1.

To show the location of the line as it is now planned, it will be necessary to make appropriate changes in the existing crossing agreement. We have therefore prepared and are enclosing herewith three copies of a proposed supplement to the May 25, 1962 agreement to show the location of the transmission line as now planned. The supplement makes the appropriate changes at the point of crossing over existing Highway 30 and also provides revised Bureau of Reclamation Maps Nos. 884-134-46 and 884-134-51. Other than these changes, the original agreement remains in full force and effect.

If the proposed supplement is satisfactory, please have two of the enclosed copies executed on behalf of the State and return them to this office for execution on behalf of the United States. When the supplement has been fully executed, we will furnish you one signed copy and as many conformed copies as desired. The extra copy of the agreement enclosed with this letter is for your use while the other two are being executed.

If you have any questions concerning the new location of the transmission line, we suggest you contact Mr. John P. Vertrees, our Construction

Engineer at the Dalles, Oregon, who is familiar with the details concerning the proposed construction of the line.

Very truly yours,

F. G. Whitaker

Acting Regional Director

Enclosures

RECEIVED
AUG 17 1962
OREGON
STATE HIGHWAY COMMISSION

August 9, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass

On Monday, August 6, Mr. Rohde, our Assistant Chief Counsel, and I met with Mr. Glansman and Mr. Tabor, from your office, at the south end of the Brewery Grade overcrossing in The Dalles to discuss the matter of access to the Sunshine Biscuit Company property which lies just to the west of your property now used as a stockyard. The State has purchased from the Sunshine Biscuit Company sufficient property to accommodate your relocated Track 200. In the deed for this property is the following reservation:

"Reserving, for service of the said remaining property, a right of ingress to said property, via a roadway over the abutting Railroad property; which will connect with the West bound lane of the existing Columbia River Highway; the said roadway connection shall be connected to the Northerly side of the highway right of way opposite Highway Engineer's Station W 10+90, and shall be 25 feet in width and unrestricted as to purpose. It is understood that the Grantee shall be obligated to construct only that portion of the above described roadway approach within the State Highway right of way."

From an inspection on the ground, it is apparent that the connection to the W line, which when built will be the westbound lane of the present Columbia River Highway, is impracticable at Station W 10+90, not only from the topography but from the fact that it would be necessary for the Sunshine Biscuit Company to negotiate with you for roadways across your property. Since the W line is a one-way road leading west, the only service to the Sunshine Biscuit Company by such an access would be to traffic westbound.

Under our agreement, we are building a service road for your company connecting with the W line just westerly of the Brewery Grade overcrossing structure. The sensible solution of access to the Sunshine Biscuit Company is to route that traffic over this service road to a point opposite its property, which would serve all the purposes that the Sunshine Biscuit Company could hope to serve by the access as specified. It would be appreciated if you would consider this matter and advise us that you will, upon application by the Sunshine Biscuit Company, grant it a private road privilege over that section of the access road which we propose to build, extending from the easterly property line of the area now used as a stockyard, which is approximately 130 feet westerly of the center line of the Brewery Grade overcrossing structure, to the westerly boundary of the stockyard area, which westerly boundary is also the easterly boundary of the Sunshine Biscuit Company property.

Enclosed are four prints from Sheet No. 7 of the preliminary construction plans for this project on which I have shown tinted in solid red the portion over which the private road privilege would be given; also, in dashed red, the portion of this access which is on property owned in fee by the State. I have also shown in green the location of the access to the W line specified in the deed from the Sunshine Biscuit Company to the State. The railroad alignment data as shown on these prints will be revised to correspond to that shown in the proposed agreement covering the entire project.

I would appreciate your early advice in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:wm
enc.
cc Mr. S. M. Brown
bc Mr. Forrest Cooper

COPY

Mayor

July 31, 1962

State Highway Commission
Oregon State Highway Department
Salem, Oregon

Gentlemen:

State Highway Engineer Forrest Cooper recently visited The Dalles, on my request, to view a traffic problem of great local-state concern. We certainly appreciate his time and attention to the problem and our request.

The purpose of this letter is to bring the same request to your official attention. As spokesman for Dalles City, I respectfully request that the State Highway Department take over the jurisdiction of West Sixth Street from the proposed off ramp at Weber Road to West Third Street. It is our opinion, which we will verify, that your construction of The Dalles Bypass will change the traffic flow to the extent that the street will be an integral part of your highway system.

Independent analysis of the proposed changes will show that Bypass completion will establish West Sixth Street as the entrance to Dalles City in lieu of West Second Street. Traffic count statistics will be made available to verify this theory.

This request has immediate urgency in that the traffic must pass over Mill Creek on an 18-foot wide bridge, indicating the need of replacement prior to opening of the Bypass. Dalles City officials can be made available at your request to discuss this matter further.

Very truly yours,

John J. Howe,
Mayor

JJH/cp

c.c. Mr. Forrest Cooper ✓

Porter - Report & Rec

NOTED
R. L PORTER

RECEIVED
AUG - 1 1962
OREGON
STATE HIGHWAY COMMISSION

OFFICE OF: Mayor
CITY HALL
THE DALLES, OREGON

July 31, 1962

State Highway Commission
Oregon State Highway Department
Salem, Oregon

Gentlemen:

State Highway Engineer Forrest Cooper recently visited The Dalles, on my request, to view a traffic problem of great local-state concern. We certainly appreciate his time and attention to the problem and our request.

The purpose of this letter is to bring the same request to your official attention. As spokesman for Dalles City, I respectfully request that the State Highway Department take over the jurisdiction of West Sixth Street from the proposed off ramp at Weber Road to West Third Street. It is our opinion, which we will verify, that your construction of The Dalles Bypass will change the traffic flow to the extent that the street will be an integral part of your highway system.

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This request has immediate urgency in that the traffic must pass over Mill Creek on an 18-foot wide bridge, indicating the need of replacement prior to opening of the Bypass. Dalles City officials can be made available at your request to discuss this matter further.

Very truly yours,

John J. Howe

John J. Howe,
Mayor

JJH/cp

c.c. Mr. Forrest Cooper

RECEIVED
AUG - 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
J[illegible] 1962

FORM E-30 50M 11-61 40230

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1962

SUBJECT: Meeting with City Officials of The Dalles

To: MEMO TO FILE

At the request of Mayor John J. Howe, of The Dalles, a meeting was held in the Mayor's office on July 26. The Mayor requested, in behalf of the City, that the Highway Commission take over West 6th Street as a part of the highway system from Weber Street to the present highway routing through The Dalles on 2nd and 3rd Streets.

I discussed this matter in considerable detail with the Mayor, the City Manager, and the City Engineer. I made a further inspection of some construction that the City had in mind in improving this route. The gentlemen representing the City tried very hard to get some commitment, or even encouragement, from me as to the possibility of their request being granted. I frankly told them that I had no authority to make commitments and, in effect, I felt they had a long, rocky road ahead in selling this matter to the Highway Commission. Their request was based on a somewhat nebulous premise that a substantially large increase of traffic would be diverted into the City of The Dalles over 6th Street from the Weber Street Interchange when the freeway was completed. I did not comment on this except to state that I felt when the freeway was completed through The Dalles, a substantial betterment would occur to the traffic condition in the downtown area.

We left the matter in this status: The City will put its proposition in writing and submit it to me for analysis and report to the Highway Commission.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc Glenn L. Jackson
Kenneth N. Fridley
David B. Simpson

OFFICE OF: THE MAYOR CITY HALL THE DALLES, OREGON

July 19, 1962

Mr. Forrest B. Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

It would be greatly appreciated if you would come to The Dalles to discuss a few things that we have in mind regarding The Dalles By-Pass Highway. I realize that you are very busy, but I believe that this is something that we could discuss better here on the site.

Your earliest consideration would be most appreciated.

Thank you.

Very truly yours,

John J. Howe

John J. Howe,
Mayor

JJH:mls

130 Thursday

OW-62377
[illegible]
210 E. 4th St.

RECEIVED
JUL 20 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
AUG 8 1962
FOR FILING

[illegible]

Salem, Oregon
August 7, 1962

The Dalles Bypass

Mr. Forrest Cooper
State Highway Engineer
OFFICE

The final draft of the agreement between the State and the Union Pacific Railroad Company covering The Dalles Bypass is now in our hands and has been reviewed. It is acceptable upon the understanding reached with the Union Pacific Railroad Company that a supplemental agreement will be forthcoming covering a small piece of right of way purchased from the Sunshine Biscuit Company, which is to be transferred to the Union Pacific as right of way for the revision of its Track No. 200. The description of this property as given in the agreement does not correspond with the description of the property which the State purchased, and, in our purchase, the Sunshine Biscuit Company also reserved a right of access to the westbound leg of the reconstructed old highway at a point where such a connection is impracticable. The Railroad Company has agreed to accept the right of way which the State purchased and we have contacted the Biscuit Company which is favorable toward changing the method of access to its property. Should these negotiations fail, the worst that could happen to us would be the necessity to condemn the access right of the Sunshine Biscuit Company.

We are also accepting a deed from the Railroad Company for certain properties which it now holds but which are encumbered by a reversionary clause should the property be used for other than railroad purposes. We intend to extinguish this reversionary clause by condemnation proceedings if necessary.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

30898

August 3, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass

Attached are three prints from our sketch dated July 1962, showing properties acquired from the Sunshine Biscuit Company and properties required by the proposed agreement.

Also attached are three copies of the deed from the Sunshine Biscuit Company to the State and three copies of the deed from the United Mills Company, Inc., to the Sunshine Biscuit Company when the Biscuit Company acquired this property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
bc Mr. Forrest Cooper
Mr. F. B. Klaboe

File No. 30898

Right of Way
File No.
RW 23165

CORRECTION WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That Sunshine Biscuits, Inc., a New York corporation, Grantor, for and in consideration of the sum of Five Hundred and No/100 Dollars ($500.00) to it paid, receipt whereof hereby is acknowledged, has bargained and sold and by these presents does bargain, sell and convey unto State of Oregon, by and through its State Highway Commission, Grantee, the following described parcel for railroad purposes only, to wit:

PARCEL 1

A parcel of land lying in the E½ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon, and being a portion of that property described in that deed to Sunshine Biscuits Incorporated, recorded in Book 115, Pages 202-203, of Wasco County Records of Deeds; the said parcel being that portion of said property included in a strip of land 16.5 feet in width, 8 feet on the Northerly side and 8.5 feet on the Southerly side of the center line of Spur Track #200 as said Spur Track has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station RR 16+63.7, which Station equals Station RR 19+99.4 on Track #18, said Station also being 229.3 feet North and 1266.5 feet East of the most Westerly corner of Block 24 of Laughlin's Addition to said Dalles City; thence on a 6° 00' curve to the left (the tangent to said curve at Station 16+63.7 bearing North 76° 18' 49" West) 296.6 feet to Station 19+60.3; thence South 85° 53' 25" West, 213.2 feet to Station 21+73.5, the beginning of a 10° 00' curve to the right; thence 175.7 feet on said 10° 00' curve right to Station 23+49.2 (the tangent to said 10° 00' curve at Station 23+49.2 bearing North 76° 32' 34" West) the Westerly line of said strip of land lies at right angles to said center line at Station 23+49.2. Said center line crosses the Easterly line of said property approximately at Station 21+94.

ALSO any portion of said property lying Southerly of said strip of land.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains, 1,000 square feet, more or less.

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future or potential common law or statutory abutter's easements of access between the above described parcel and all of the Grantor's remaining real property.

Reserving, for service of the said remaining property, a right of ingress to said property, via a roadway over the abutting Railroad property; which will connect with the West bound lane of the existing Columbia River Highway; the said roadway connection shall be connected to the Northerly side of the highway right of way opposite Highway Engineer's Station W 10+90, and shall be 25 feet in width and unrestricted as to purpose. It is understood that the Grantee shall be obligated to construct only that portion of the above described roadway approach within the State Highway right of way.

It is understood and agreed that the above described property is conveyed to the Grantee herein, its successors and assigns, for railroad purposes only, and that upon abandonment thereof, the same shall revert to the Grantor herein.

As a further part of the consideration hereinabove stated, there is hereby granted unto the State of Oregon, by and through its State Highway Commission, a permanent easement for slopes, over or on the following described parcel, to wit:

PARCEL 2

A parcel of land lying in the $E\frac{1}{2}$ of Section 3, Township 1 North, Range 13 East, W.M., Wasco County, Oregon, and being a portion of that property described in that certain deed to Sunshine Biscuits Incorporated, recorded in Book 115, Pages 202-203 of Wasco County Records of Deeds; the said parcel being a strip of land 10 feet in width lying Northerly of and adjacent to the Northerly line of Parcel No. 1, said strip of land extending from a line at right angles to the relocated center line of the Spur Track described in Parcel No. 1 at RR Station 23+49.2 to the Easterly line of said property.

The parcel of land to which this description applies contains 1,500 square feet, more or less.

Nothing contained in the above-mentioned easement shall be construed to convey fee title to the land used for slope purposes nor to prevent Grantor, its successors and assigns from the full use and dominion thereover; provided, however, that such use shall not be permitted to damage or destroy lateral support to the railroad to be constructed on Parcel 1 hereinabove described, and provided further that nothing herein contained shall grant to the State of Oregon, by and through its State Highway Commission, the right to excavate beneath existing buildings or deposit fill materials against existing buildings above the top of the foundations thereof.

TO HAVE AND TO HOLD the above described premises with their appurtenances, for the uses and benefits above set forth, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And the said Grantor does hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, Grantee, its successors and assigns, that it is the owner in fee simple of said premises; that they are free from all encumbrances and that it will warrant and defend the same from all lawful claims whatsoever.

It is expressly intended that these covenants, burdens, restrictions and reservations shall run with the land and shall forever bind the Grantor, its successors and assigns.

This deed is executed as a deed of correction for the purpose of correcting the access reservation contained in that certain deed executed by the Grantor herein to the Grantee herein dated December 22, 1961, which said deed was filed for record January 4, 1962, in Book 145, at Page 71, Deed Records of Wasco County, Oregon.

IN WITNESS WHEREOF, Sunshine Biscuits, Inc., a New York corporation, has caused its lawful corporate seal to be hereunto affixed and its name hereto subscribed by its duly authorized officers this 26th day of March, 1962.

SUNSHINE BISCUITS, INC.,
a New York corporation

By /s/ W. W. PADDON
President

(SEAL)

By /s/ S. J. HAMSHAW
Assistant Secretary

STATE OF New York)
)ss
County of Queens)

On this 26th day of March, 1962, before me, a notary public in and for said county and state, appeared W. W. Paddon and S. J. Hamshaw, to me personally known, who, being duly sworn, did say that he, the said W. W. Paddon, is the President, and he, the said S. J. Hamshaw, is the Assistant Secretary of Sunshine Biscuits, Inc., a New York corporation, the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its board of directors, and said W. W. Paddon and S. J. Hamshaw acknowledged the said instrument to be the free act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this the day and year last above written.

/s/ Rita J. Sisson
Notary Public for New York

(SEAL)

My commission expires 3-30-63

mc/pw

RECEIVED
JUL 31 1962
FOR FILING

08-33.4-0

477 Cottage Street N.E.
[illegible]em, Oregon

July 27, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

BY; T. Dec
Engineering Coordinator

Oregon Force Account Work

You have contracted seeding and mulching on Projects I-5-3(39)148, Yoncalla-Rice Hill Junction, and I-5-6(34)303, Fremont Interchange Unit, in accordance with Mr. Morgan's February 28, 1962 letter. In view of the delay in contract letting for Project I-80N-3(27)81, The Dalles Section, we would appreciate receiving a preliminary report on the first two projects, with information on similar projects done by State forces for comparative purposes.

Information on State forces projects should be listed by individual projects with detailed information on costs so that a review can be made as to the similarity of the work as well as to whether overhead costs, etc. are included. In addition, we would appreciate being advised as to how the acreage, etc. is determined, so that unit costs comparable to those under contract methods may be established.

After review of the requested preliminary report, this office will advise you as to whether we concur in the comparative projects selected and the procedures utilized for use in a final analysis.

original To Morgan
7-30-62

NOTED
R. L. PORTER

RECEIVED
JUL 31 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

July 27, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Force Account Work

For your information, we attach a single copy of our Administrator's July 5, 1962 report of affirmative findings on force account work to the Senate Public Works Committee.

You will note that, with the exception of the planting experimental project in Ohio, Oregon had the largest amount of Federal-aid Primary, Urban and Interstate funds approved for force account work during fiscal year 1962.

Your department's cooperation in assembling information by contracting seeding and mulching on Projects I-5-3(39)148 and I-5-6(34)303 and proposing similar procedures on Project I-80N-3(27)81, to develop justification for work by State forces, is appreciated.

original to Young
with attachment
7-31-62

JUL 5 1962

32-30

Honorable Dennis Chavez
Chairman
Public Works Committee
United States Senate
Washington 25, D. C.

Dear Senator Chavez:

Pursuant to Title 23, United States Code, Section 112, the summary of data on the enclosed tabulation covers those Federal-aid construction projects for which affirmative findings have been made that construction by the force account method rather than by contract awarded through competitive bidding is in the public interest. This enclosure summarizes the affirmative findings for the fiscal year 1962 in which only 1956 or subsequent fiscal year funds were involved.

The affirmative finding in each case was based on an analysis of supporting data furnished by the State with its request for authorization to perform the construction work by the force account method. The supporting data disclosed that the organizations undertaking the work were adequately equipped to complete the proposed work satisfactorily without acquiring or renting substantially more equipment, and that the type of work involved has been regularly performed in the manner proposed or was of extreme urgency, or was of such a minor or isolated nature as to preclude attracting competitive bids. Analyses indicated that the agreed unit prices proposed for the several items of work involved were substantially less than could be expected through competitive bidding for this type of work.

This report reveals a small increase in the total dollar volume of Federal-aid force account work over that performed in fiscal year 1961, however, there was a decrease of $78,700 in Federal-aid funds for this work during this period. The increase in total dollar volume is due primarily to the need for emergency repairs to flood-damaged highways and bridges in several States and to one planting experimental project on an Interstate highway system. The decrease in Federal-aid funds is due to more work being performed on the ABC system with equal participation by State and Federal-aid funds rather than on other highway systems involving a greater Federal-aid pro rata share.

If satisfactory to your committee, we propose to submit our next report on affirmative findings at the end of calendar year 1962 covering such findings made in the first half of fiscal year 1963. A copy of this report is being sent to Representative Charles A. Buckley, Chairman of the Public Works Committee of the House of Representatives.

Sincerely yours,

/s/ Rex M. Whitton

Rex M. Whitton
Federal Highway Administrator

Enclosure

RECEIVED
JG 1 1962
FOR FILING
I 5 N 3 [illegible]
b/12

July 24, 1962

Spec

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Further reference is made to our letter of July 16 and your reply of July 18 relative to the Brewery Grade Interchange in the city of The Dalles.

The Oregon State Highway Department is, of course, appreciative that the connection to the Tie Plant Road is now considered to be a part of the interstate project. This connection, while important to the immediate area, does not provide a proper facility for handling freeway traffic destined for The Dalles or for city traffic that wishes to reach the freeway. The Tie Plant Road is of the very lowest type of unpaved facility. It is totally incapable of handling the kind and volume of traffic that is expected to use this interchange.

Repeating from our July 16 letter, both the federal and state governments have an obligation to provide an interstate system that will operate efficiently and properly. The requirement that the State must use vitally needed ABC funds to assist in the cost of constructing interstate interchanges certainly cannot be in accordance with the spirit of the various federal-aid acts.

May we have your further consideration of this vital matter, as it is of the utmost importance to Oregon that the Brewery Grade Interchange be a complete and adequate facility. The use of either urban or primary federal-aid funds to help construct the interstate system will cause an undue hardship on this State.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
RLP:ajw hlb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 18, 1962

FROM : A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-3(27)81
Brewery Grade Interchange

Your letter of July 16, 1962 requested our reconsideration of the limits of Interstate funds as applied at the Brewery Grade interchange. Your request for reconsideration is based on a decision reached by the Bureau in the Salt Lake case.

Subsequent to the decision reached by the Bureau in the Salt Lake case the Brewery Grade interchange situation has been carefully reviewed and it was determined that Federal-aid Interstate funds may participate in the construction of the H-2 connection to Tie Plant road. This would move the limit of Interstate fund participation as indicated on the approved interchange layout to Sta. C-26+30, and would extend them down the H-2 line to its connection with the Tie Plant road.

REFERRED TO
Mr. Porter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Parson
Porter

NOTED
R.L PORTER

RECEIVED
JUL 21 1962
FOR FILING

I-80N-3 (24) 1

6180

Salem, Oregon
July 23, 1962

Port of The Dalles
Interstate 80N

Mr. Forrest Cooper
State Highway Engineer
Office

The Urban Design Section has estimated the cost of the filling under the westerly dock at The Dalles port facility to be $280,000. This estimate is based on the proposition that the Corps of Engineers, or some other agency, will build a sea wall on the river side of the wharf. The estimate includes a rock toe fill, a rock embankment cover on the slopes, and a rock blanket on the surface. The core of the fill would be dredge material and would be brought up to an elevation of approximately ten feet below the floor level of the wharf. It is estimated that this will provide enough covering of solid pile to provide support for the next few years and would allow the Port sufficient room to construct spread footings and some type of columnar support at the time the existing pilings are no longer usable.

This estimate contains the usual allowances on estimated items and the additional 20 percent covering engineering contingencies. I think, all in all, this is a conservative estimate as far as we are concerned, and it is quite possible that the work could be done in the $200,000 to $225,000 range.

I have been advised by the Right of Way Department that should we construct the frontage road from Bargeway Road east to the wharf, somewhere in the vicinity of $20,000 is all it can justify offering the Port for right-of-way taking and damage. It appears that our course is clear; that we should tell the Port representatives we are constructing the westerly frontage road, and the Right of Way Department will then negotiate with them for a monetary settlement, which must cover all remaining items of value.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

2

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FOR FILING
I-80N-3(-2)

u/50

July 16, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Reference is made to the so-called Brewery Grade Interchange which is a part of our plan for Interstate Route 80N through the city of The Dalles. On the enclosed drawings there is indicated in red that portion of the construction which is essential to the project and which the Bureau has ruled as not eligible for federal-aid interstate financing. The construction cost of this work is estimated to be $385,000, with an additional $30,000 to $35,000 required for right of way.

This Department has always been dissatisfied with the Bureau decision and is requesting that the matter be reopened and that it have your detailed reconsideration. It is this Department's contention that the railroad grade separation to provide a means of connecting the freeway to the city street system is an essential and integral part of the interstate construction, and as such, should properly be financed with interstate funds. The approved limit of interstate participation appears to have been selected from some over-all governing rule and without regard to the practical problems encountered in this situation. The Brewery Grade Interchange will provide the main entrance to the city for westbound traffic and is an excellent means to reach the existing highway route through The Dalles.

In the original studies of Route 80N in this vicinity an interchange was considered at Fifteenmile Creek, which is easterly of town. This was to provide a direct access to and from the existing highway at that location, and likewise, serve as a route to The Dalles. After many prolonged discussions between our organizations, it was agreed to eliminate the Fifteenmile Creek design in favor of the Brewery Grade plan.

It is evident to us that a strong precedent exists for reconsideration in this case. I refer to a report entitled "Salt Lake City Interchange Connections from Interstate Route 15". This was published by the State Road Commission of Utah in July 1961. This report covers an almost identical situation in Salt Lake City, although the Salt Lake situation was much more extensive and involved over $9,000,000 as compared to our $385,000. The following is contained in the Salt Lake report:

> "Utah is faced with a critical problem in financing the construction of ramps to the three interchange locations to provide proper service for the preponderant interstate traffic destined for the main business district of Salt Lake City. The problem was created by action of the Bureau of Public Roads in the termination of interstate funding of interchange ramps before they could theoretically reach the ground, and even though this would make the facility inoperative. The termini, as designated, are adjacent to mail line and industrial railroad tracks (D&RGWRR and UPRR).
>
> "This plan will require the expenditure of approximately $9,900,000 of urban or primary funds to complete the ramps which is nearly a two-year total apportionment to the State of Utah and would completely curtail the use of these funds for other badly needed highway improvement.
>
> "It is our contention that this funding should be a charge against the Interstate system since the systems would not function properly without the railroad separations. This could be accomplished by either adding mileage for spur routes or modifying the ramp termini location to an operative location."

It is our understanding that the Bureau did reconsider the Salt Lake case and that interstate funds have now been declared eligible for financing the Salt Lake matter.

In the Salt Lake report there are some additional points that we think are most pertinent to our case:

1. Both the federal and state governments have a responsibility to insure proper operation of the interstate system, which

will include adequate interchange connections.

2. The use of primary or urban federal-aid monies to provide such connections will deprive the State of vitally needed ABC funds. As you probably now know, Oregon has noninterstate deficiencies on primary, secondary, and urban extensions that will require an excess of $430,000,000 to correct. It is our estimate that at least $150,000,000 of this amount is in the extremely critical category.

3. The cost involved in this interchange is insignificant in relation to the over-all state-wide interstate cost; however, the removal of this amount from either primary or urban projects will simply add to the acute problem that now exists on this class of roads.

We sincerely believe that our case is sound and that the Bureau has set proper precedent in a similar case. We request that reconsideration be given so that the limits of the interstate participation be extended so as to include all of the necessary construction required at the Brewery Grade Interchange. Your expeditious handling of this request will be very much appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor L. Wolfe
F. D. Morgan

RLP:ajw hlb

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[illegible] 6 1962

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I-80N- [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1962

SUBJECT: The Dalles Section

To: Mr. L. H. Young
Office Engineer

OFFICE

JUL 13 1962

During the construction of The Dalles-Big Eddy Section our contractor constructed a ramp from the ACC line (a frontage road connecting a waterfront area near The Dalles Dam) to the grade in the vicinity of Station L2465. As we were planning on using material from a slide near the East end of The Dalles-Big Eddy Section as a borrow source and as this ramp could be used as a haul road for transporting the borrow material, we instructed the contractor to leave it in at the completion of his work. The ramp also contains materials which could be used in constructing the fills to the railroad overcrossing structure.

We have now obtained an agreement with the Union Pacific Railroad for this structure and can proceed with this construction. It is my understanding that the Bridge Department is working up a contract for the September letting.

The existing ramp does interfere with the area needed by the bridge contractor for working room and storage. In order to avoid a conflict we believe that a statement should be added to The Dalles Section grading project Special Provisions stating that the contractor must revise this ramp to such an extent so that the bridge contractor will have full use of the entire roadbed width from Station 2465 to the west end of the structure and full use of the southerly one-half of the roadbed width between Stations 2463 and 2465.

The expense of performing this amount of work should be included in one or more of the other bid items for the project.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: G. S. Paxson ✓
R. L. Porter
P. M. Stephenson
I. D. Merchant

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 9, 1962

FROM : A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

BY: T. Dec
Assistant Division Engineer

SUBJECT: Oregon Project I-80N-3(27)81
Union Pacific Agreement, The Dalles Bypass

Returned herewith is one of the original copies of the subject agreement furnished with Mr. Paxson's July 3, 1962 letter.

The agreement appears satisfactory for our later approval subject to the understanding that a supplemental agreement will be negotiated covering modifications in design by providing a frontage road to serve the Port of The Dalles from Barge Way Road.

The $85,000 in consideration of easements granted and property conveyed covers a considerable area outside the limits of participation with Interstate funds. Participation with Interstate funds under Project I-80N-3(21)81 will be based on a distribution of this amount through appraisals including the effect of the above-mentioned design change. Unless further system and programing action with other funds is initiated by your Department, prior to Commission action on the agreement, the balance of the total amount must be non-participating.

Enclosure

RECEIVED
JUL 10 1962
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1962

FOR FILING

I-80N-

6150

477 Cottage Street NE
Salem, Oregon

July 6, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(21)81
East City Limits - West City Limits of The Dalles Section
Parcel 30555

Please refer to Chief Counsel L. I. Lindas' letter of May 10, 1962 concerning Federal participation in costs arising from the possible interruption in the use of the Port of The Dalles' grain conveyor belt.

The loss of trade or business is not generally an element of compensable damages. An easement, however, is a property right which cannot be extinguished without compensation being paid as required by Article I, section 18, of the Oregon Constitution. State v. Burk, 200 Ore. 211, 265 P. 2d 783 (1954). If, therefore, the defendant has a right to the use of the conveyor belt under the terms of its lease, and such right is an easement; and further, if the terms of its lease do not prevent the lessee, rather than the lessor, from recovering damages, then any substantial deprivation of or interference with that right may be a taking of property within the meaning of the Oregon Constitution.

The measure of damages in the case of a temporary taking is often in itself a troublesome problem. When there has been a permanent partial taking, the damage to the remainder is the difference in fair market value immediately before and immediately after the taking. When a portion of land owned by the defendant is taken temporarily, the usual measure of damages is the rental value of the land taken for the period taken. Where, however, the rental value measure is not easily applicable, as where an easement is impaired, there is considerable authority for the rule that the measure of damages is the cost of reconstruction, with compensation for temporary loss of use. See Papac v. City of Montesano, 49 Wash. 2d 484, 303 P2d 654, 656-657 (1956); see also Keesling v. City of Seattle, 52 Wash. 2d 247, 324 P2d 806, 809 (1958).

original To
Lindes
7-10-62

Assuming the facts as we have stated them, that is, that the defendant has been deprived of an easement for a temporary but substantial period of time, the owner must be paid for its loss of use, even though not permanent. The value of the permanent easement should first be determined, after which the appraiser can reach an opinion of its value for a limited, but definite period of time. Federal-aid funds may participate in an amount not to exceed the reviewing appraiser's determination of value of the temporary loss of easement.

Salem, Oregon
July 2, 1962

The Dalles Bypass Section

Mr. L. E. Young
Office Engineer
BUILDING

We have received the agreement covering the above-captioned section from the Union Pacific Railroad Company. I would call your attention to several items which should be taken care of on the plans.

There are two 15-inch conduits through the Interstate freeway embankment at each of the following stations: 2385; 2394; and 2420. The agreement provides that the railroad company shall have the perpetual right, privilege and easement to install, maintain, repair, renew and use water pipe lines and sewer pipe lines over and across the right of way by means of these conduits. They would intend to push these pipes through the conduits and would do it from their own property. In order to allow access, please see that our access control fences are brought in toward our highway far enough to allow access to the end of these conduits. There is also a 12-inch sewer and manhole at our station 2385. The access fences should be brought in to allow them to get to the manhole from their own property.

We are also to built a culvert carrying Threemile Creek under the freeway and our access fences should come as far as the head walls at each end of this culvert.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. L. I. Lindas
Mr. Frank Hall

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2825 NO. LARRABEE AVE
PORTLAND 17, OREGON

JUNE 28, 1962

(File Ref. D 315 - 2 - 93)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Herewith duplicate signatory counterparts of proposed agreement covering construction of The Dalles Bypass Section of the Columbia River Highway in Wasco County, Oregon. If satisfactory, will you please arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at top of page 1. Also, will you kindly arrange to furnish and attach thereto the State's usual form of acknowledgment?

When this has been accomplished, please return, after which one fully-executed counterpart will be returned to you.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

RECEIVED
JUN 28 1962
FOR FILING
I-80N-3 (51)
6180

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
SAMUEL B. STEWART
ROBERT B. BATCHELDER
JAMES C. INGWERSEN
GENERAL ATTORNEYS
JOHN A. REULING, JR.
ASSISTANT GENERAL ATTORNEY

727 PITTOCK BLOCK
PORTLAND 5, OREGON
CAPITAL 7-7771

June 26, 1962

6955

Mr. Janel C. Hill
Public Utility Commissioner
State of Oregon
Salem, Oregon

Dear Sir:

Please refer to your Order No. 37805, dated June 23, 1961, entered in your Docket No. SXP 164, in the matter of the petition of the State of Oregon for permission to construct the so-called "Brewery Grade Overcrossing," at The Dalles, Oregon.

That order requires the respondents to furnish and install single guard rails along all tracks adjacent to columns located within eighteen feet of the center line of track (see paragraph (8), page 8 of order). It has now been determined by our engineers that such guard rails are not required in the interests of safety of operation of trains, and accordingly no such guard rails will be installed in connection with this project.

Very truly yours,

Randall B. Kester

By____________________

JCI:irb

cc: State Highway Commission
Salem, Oregon

NOTED

RECEIVED
MAY 25 1962
FOR FILING

TUDOR ENGINEERING COMPANY
595 MISSION STREET
SAN FRANCISCO 5, CALIFORNIA, U. S. A.
YUKON 2-9010 • CABLE ADDRESS "TENGCO"

L. A. HELGESSON
LOUIS W. RIGGS
ARTHUR R. BRITTER
JOHN O. MARR

I-80N-[illegible]
[illegible]

May 23, 1962

[illegible]

State Highway Department
State of Oregon
Salem 10, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Subject: Ferry Slip Relocation
The Dalles Bypass

Ferry Slip
Reloc.

Gentlemen:

We have reviewed the proposed relocation of the ferry slip at The Dalles, Oregon as described in your letter of May 21.

We believe that the location you have chosen is the most practical one from the standpoint of access to The Dalles and to the Columbia River Highway.

We are therefore returning two copies of the map showing the proposed relocation on which we have indicated our approval.

Very truly yours,

L. A. Helgesson

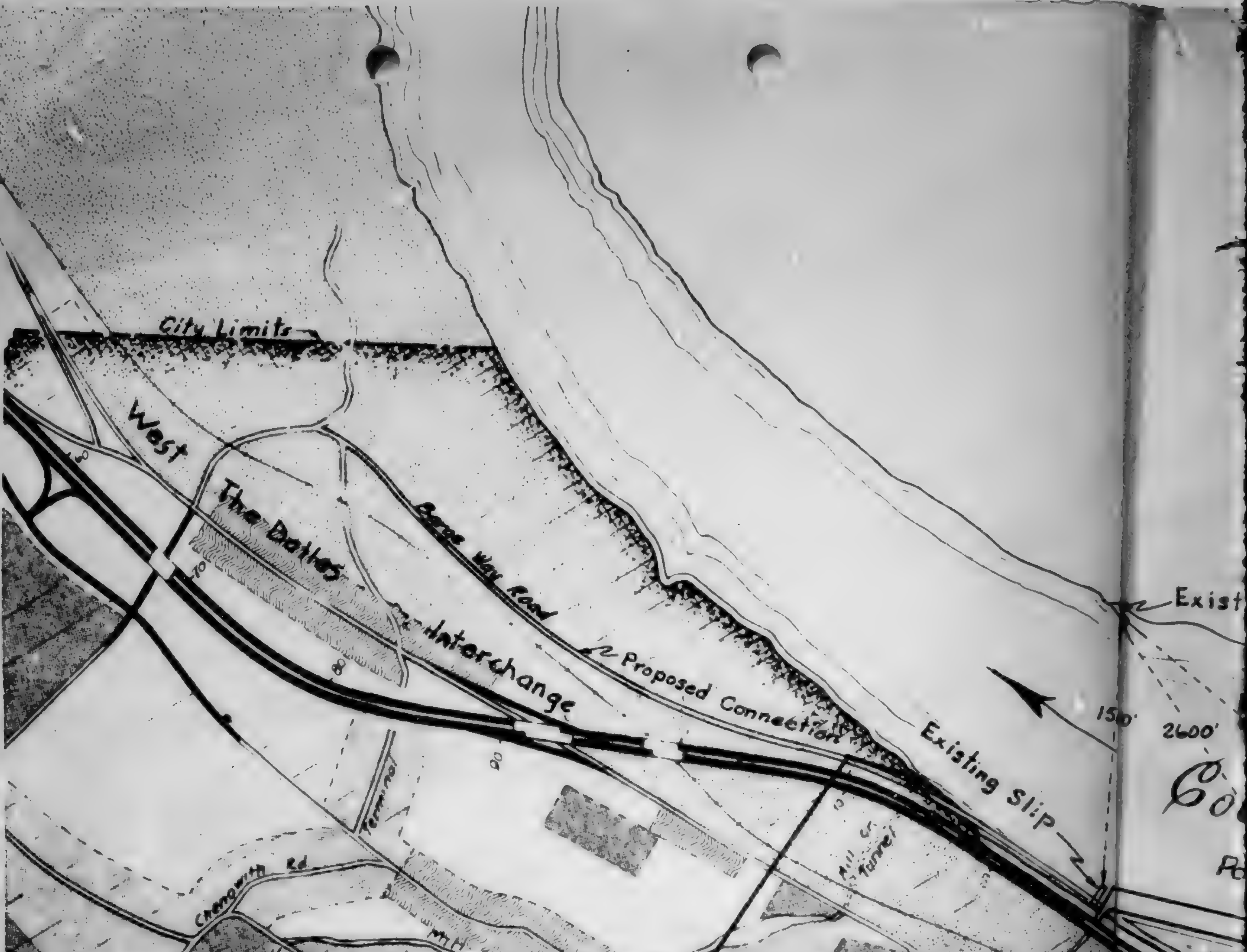
L. A. Helgesson

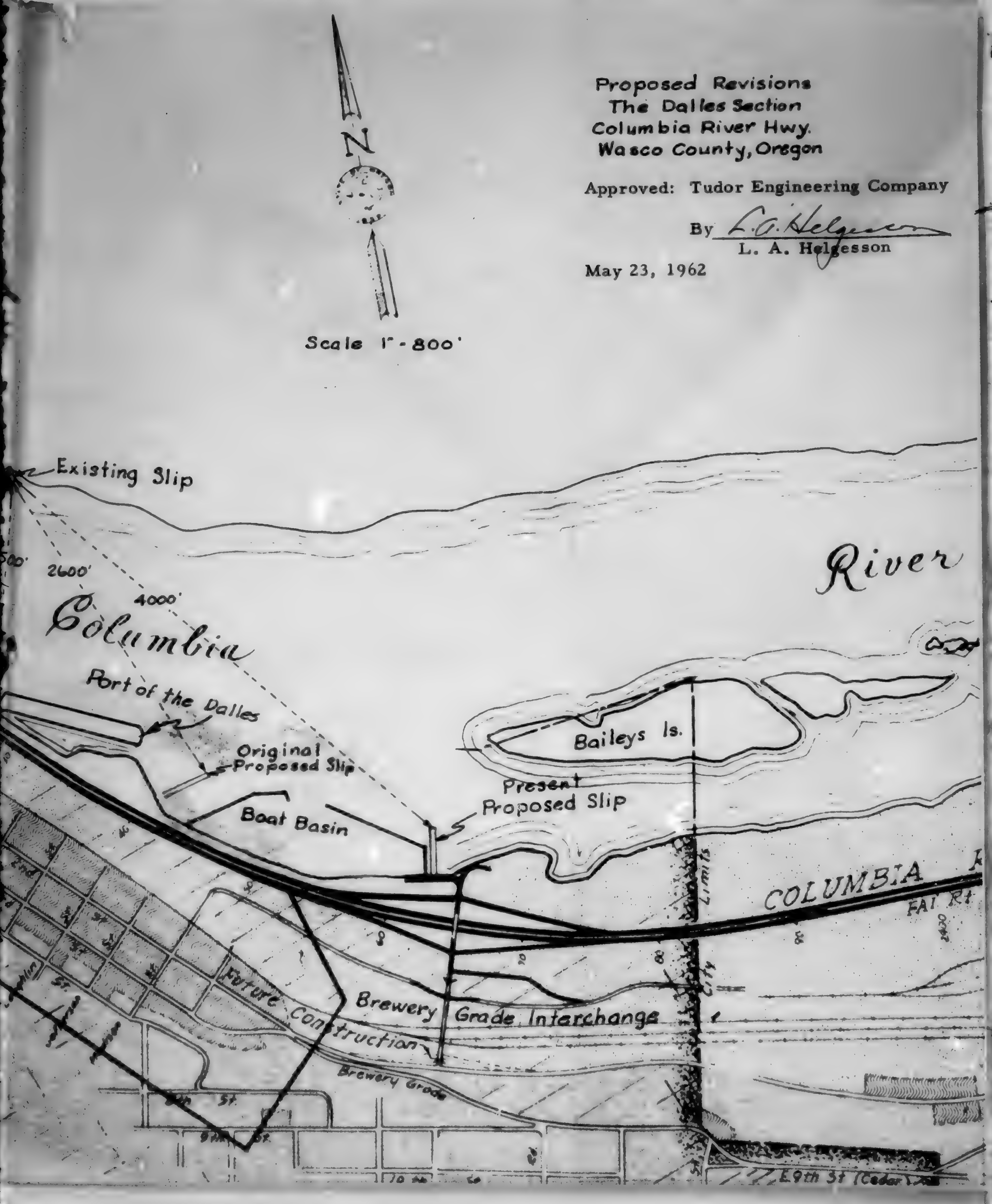
LAH/mc
Enclosures
cc: Judge James A. Hunt

NOTED
R. L PORTER

RECEIVED
MAY 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to [illegible]
Copy To Morgan - with map
5-24-62


City Limits
West The Dalles Interchange
Barge Way Road
Proposed Connection
Existing Slip
Exist
150'
2600'
Chenoweth Rd
Mill Cr.
Mill Cr. Tunnel
Terminal
Liberty
Union
Court
Wash
2nd
3rd
4th
Laughlin
THE DALLES



Proposed Revisions
The Dalles Section
Columbia River Hwy.
Wasco County, Oregon

Approved: Tudor Engineering Company

By L. A. Helgesson
L. A. Helgesson

May 23, 1962

May 21, 1962

Tudor Engineering Company
595 Mission Street
San Francisco 5, California

Re: Ferry Slip Relocation
The Dalles Bypass

Gentlemen:

Enclosed herewith are three copies of a small scale map on which is shown the existing ferry slip at Union Avenue in The Dalles and the existing ferry landing on the opposite side of the Columbia River in Washington. Also shown is this Department's original proposal for the relocation of the ferry slip on the Oregon side and the latest proposal for the relocation.

This latest proposal for the relocation of the ferry slip to the east of the boat basin has been discussed with Judge James A. Hunt of Wasco County, who informed us that this proposal met with his approval but that the final approval must come from your organization as you are the representatives of the bonding company who financed the toll bridge across the Columbia River at The Dalles.

The Oregon Highway Department solicits your approval for the ferry slip relocation. This matter is of some urgency because of our contracting schedule, and it would be greatly appreciated if your decision could be forwarded to this office as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. L. Porter
Assistant State Highway Engineer

GKA:jp:ajw

cc Honorable James A. Hunt

Forrest Cooper
G. S. Paxson
F. D. Morgan
L. H. Young

RECEIVED
MAR 28 1962
FOR FILING

Maint
Traffic
Routing
The Dalles

March 26, 1962

Mr. C. Dean Smith
City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

Reference is made to your recent letter concerning the concurrence of your City Council in supporting the Port of The Dalles' request for a frontage road between the Port's facilities and Bargeway Road.

The Highway Commission has no funds for this type of construction, other than the matched interstate Federal-aid monies. As you know, the Federal Bureau of Public Roads must approve the expenditure of every dollar of such funds and should construction that does not have federal sanction be undertaken, no federal financing would be forthcoming.

A frontage road from Brewery Grade Interchange to the Port property has been approved but it appears that any extension westerly of the Port's docks will not receive favorable federal consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. G. S. Paxson
Mr. R. L. Porter

RLP:ajw ms

Salem, Oregon
March 13, 1962

Mr. Forrest Cooper
State Highway Engineer
Office

There is returned herewith your correspondence relative to the Port of The Dalles' request for a railroad spur and frontage road to serve the Port facilities.

The Right of Way Department tells me that the damage to the Port of The Dalles without these facilities is less than $45,000. The cost of constructing these facilities is several hundred thousand dollars. I have told Mr. Lindas that the matter was out of the question as we could secure no Federal funds with which to accomplish the requested work.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachments

OFFICE OF: THE CITY MANAGER
CITY HALL
THE DALLES, OREGON

February 21, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

This letter is written as a result of Dalles City Council action taken February 19th, in regard to the extension of Bargeway Road within Dalles City Limits.

The State Highway Department has encountered difficulties in regards to acquiring right of way for the by pass through property owned by the Sherman County Grain Growers Co-op, because of the Dalles City claim to a right of way through this property for the extension of Bargeway Road. Currently this problem is undergoing litigation for determination of our claim due to City interest in retaining this right of way for the future development of this access road to the valuable river frontage property.

Recently the Port of The Dalles has notified the State Highway Department of their interest in securing a frontage road running westerly from the Brewery Grade Interchange, along the north edge of the by pass, through the Port property and joining the proposed extension of Bargeway Road to the west. At this time, I would like to notify your department, that the Dalles City Council endorses their request and joins the Port of The Dalles in soliciting that this improvement be included in the by pass construction.

Very truly yours,

C. Dean Smith

C. Dean Smith
City Manager

RECEIVED
FEB 23 1962
OREGON
STATE HIGHWAY COMMISSION

CDS:jo

cc: Port of The Dalles
City Attorney Phipps

REFERRED TO
Porter.
State Highway Engineer

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

February 15, 1962

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have been directed by the Port of The Dalles Commission to forward to you a copy of a resolution which was passed at the Port Commission meeting on February 13, 1962.

It is apparent from the enclosed copy of resolution that the Port Commission desires that the Highway Commission cause a service road to be constructed from Bargeway Road which lies westerly of the Port property to connect with the presently planned frontage road coming off the Brewery Grade interchange.

Also since the new by-pass cuts off the present rail connection to the Port property, the Port Commission requests that it be replaced as indicated in the resolution. The railroad spur referred to in the resolution as serving Stadelman Fruit Co. is also located westerly from the Port property.

This request is deemed vitally important by the Port Commission and consequently the Commission is hopeful that it will receive favorable consideration from you. The Commission members would be happy to meet with you or your duly authorized representatives for a discussion of this project.

Yours truly,

WGD:njs

CC-Mr. Leonard Lindas, Chief Counsel

RECEIVED
FEB 16 1962
OREGON
STATE HIGHWAY COMMISSION

It was moved by Larsen, seconded by Eby, that the Port Attorney, William G. Dick, be instructed to request the State Highway Department to construct a service road along with the construction of The Dalles Highway By-Pass from the easterly end of Bargeway Road along the outside of the Freeway to connect with the service road running west from the Brewery Grade Interchange, together with a connection to the westerly end of the dock and also to connect the railroad spur siding easterly from the one serving the Stadelman Fruit Company and the ship yard to the present Port of The Dalles dock; and further that copy of this motion be transmitted to Dalles City and the Union Pacific Railroad Company. Motion put and unanimously carried.

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MAY 22 1962
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0186

May 21, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass

We have gone over the draft of the proposed agreement between the State and your Company covering engineering features of the The Dalles Bypass. On page 22 of this draft is a requirement that conduits be installed suitable to accommodate 12-inch water pipes and separate conduits suitable to accommodate 18-inch sewer pipes at three locations on the highway. This was discussed at our conference. If my remembrance is correct, your Company agreed that the twin 15-inch conduits shown on our plans will be adequate.

Other than this, I find nothing in the agreement that does not conform to our conference insofar as the engineering features are concerned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. R. M. Brown
Mr. Forrest Cooper
Mr. L. I. Lindas (with copy of agreement)

9

RECEIVED
FORM E-123X 100M 4-62
MAY 16 1962
FOR

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-3(27)

6180

May 15, 1962

Northwest Natural Gas Company
132 N. W. Flanders Street
Portland 9, Oregon

Attention: Mr. J. J. Collins, Jr.

Gas Line Encasement - Station 2445
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Gentlemen:

The proposed adjustment of your six-inch gas line at the above-named location has been reviewed by this department at length, and the following proposal is an outcome of the investigation:

It has not been thought necessary to relocate this gas line as discussed at one time. However, no vents may be located inside the access control lines. Therefore, it will be necessary to uncover the pipe, connect the existing casings to form one conduit about 630 feet in length with a vent at each end. To accomplish this, the State offers to stand the expense of excavating, exposing and backfilling the pipe, and will relocate the access control lines to fall inside the existing outermost vents.

The company would be expected to stand the cost of materials and labor necessary to remove the existing vents and encase the pipe which is not now encased.

The bid opening date for this project has been re-scheduled tentatively for August 8, 1962. Other conflicts which must be adjusted will be discussed in another letter at a later date.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:fp
cc R. L. Porter
L. I. Lindas
Dean Swift
Vernon Shull
G. K. Attig

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MAY 15 1962
FOR FILING

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6180

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
LAW DEPARTMENT

[illegible]
GENERAL SOLICITOR

SAMUEL B. STEWART
ROBERT B. BATCHELDER
JAMES C. INGWERSEN
GENERAL ATTORNEYS

JOHN A. REULING, JR.
ASSISTANT GENERAL ATTORNEY

727 PITTOCK BLOCK
PORTLAND 5, OREGON

CAPITAL 7-7771

May 8, 1962

Mr. Leonard I. Lindas
Chief Counsel
State Highway Commission
Salem, Oregon

Re: The Dalles Bypass Highway

Dear Leonard:

We have now processed the agreement concerning the above project to the point that a draft thereof is in reasonably final form, exhibit print has been prepared, and descriptions are being processed. Pending completion of this last item, there are a few points which I think should be resolved by a conference, which I propose for Friday, May 18, here in Portland. Any hour that is convenient for you and your associates will be satisfactory. Can you advise me by telephone whether this proposal is acceptable?

May 11

As an agenda for the meeting, I propose the following, subject to whatever additions you care to make:

1. Form of deed for conveyances. I note that George Rohde's draft of contract specifies a warranty deed to the State, which is not acceptable to us.

2. Consideration to be paid. You have not as yet responded to Bill Ryan's letter of January 25, 1962.

3. Form of mineral reservation and access waiver provisions. We wish to suggest certain changes in terminology employed by George Rohde.

4. Size of sewer and water line conduits under proposed highway. We understand there is a difference of opinion between your engineers and ours on this question.

5. Maintenance responsibilities in connection with Mill Creek Tunnel, conduits under highway, storm sewer and culvert pipes. We understand these matters have not as yet been discussed.

I expect to have copies of our draft of contract available for you on Friday. I am sure that several of the above items can be quickly resolved, and I hope that we will have no real difficulty on any of these points.

Sincerely,

Randall B Kester

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@180

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: May 8, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Oregon Project I-80N-3(21)81 East City Limits-West City Limits of The Dalles Section-Parcel 30555

Please refer to Chief Counsel L. I. Lindas' letter dated April 25, 1962 relative to the possible interruption of the underground grain conveyor system between the Port's elevators and dock. As stated in Mr. Lindas' letter, interruption of business is not a compensable item in eminent domain. Under such circumstances we could not participate in payments for the shipment of grain by railroad. Paragraph 6k of PPM 21-4.1, dated December 30, 1960, clearly outlines our position.

copies To
[illegible]
5-10-62

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MAY 9 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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I-80N-3(
61.0

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1962

SUBJECT: Relocation Natural Gas Line
The Dalles Bridge Interchange
The Dalles Section
Columbia River Highway

To: Mr. L. I. Lindas
Chief Counsel
Office

You recently gave me the attached file, including a letter from F. E. Klaboe to H. L. Porter dated March 1, 1962, wherein different proposals were made with respect to the State participating in the cost of relocating the gas line which is presently located, pursuant to a franchise from the county, in a county road. You requested me to (1) determine what caused the change in our interchange construction plans, and (2) whether or not the Bureau was responsible for the change in plans. The following information has been ascertained from Mr. Curt Baker and Mr. Gerry Ettig, and it appears the sequence involved is as follows.

The Pacific Northwest Pipeline Corporation received a franchise from Wasco County to place one of its pipes in a county road leading to The Dalles Bridge on October 1, 1958. At that time they requested our plans with respect to the interchange location of Interstate No. 80 North in that area. At that time final plans for this interchange had been adopted and approved by the Bureau of Public Roads. Mr. Baker informed me that both he and the Resident Engineer, in discussions with the pipeline owners, represented to them that these were our final plans as approved by the Bureau, and that, to the best of their knowledge, no changes would be made since we had a contractor using the area for dumping excess materials which would subsequently be used in the interchange.

Following these representations and the placement of their pipe by the gas line owners, which would have been an additional expense to them in order to conform the same to our interchange plans, it was determined by our bridge engineer that the crossing of the railroad should be changed. This crossing lies west of the interchange, and the new plan would save the State thousands of dollars. Due to the change in the manner of crossing the railroad, the highway alignment west of the interchange was changed, and, in turn, therefore the design of the interchange itself was changed. It appears this change was brought about solely by our State Highway

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OFFICE OF
STATE HIGHWAY ENGINEER

Department and was not initially requested by the Bureau of Public Roads.

Normally speaking, the county or state by use of its police power can require utilities to relocate their lines at their sole cost when highway improvements must be made. The exercise of this police power, however, must be reasonable and a governmental authority cannot arbitrarily require the utilities to expend additional funds on placement or relocation due to errors made solely by the governmental body which would require the utilities additional relocation work, at their sole cost, over short periods of time. Therefore, the question to be answered is whether or not, since the gas company spent additional sums of money in order to conform to the plans which we assured them were final at the time, can be required to relocate, under the police power and within a space of three and one-half years from the initial location, at their sole cost due to our change in the construction plans.

I am unaware of any cases which have been decided on this specific issue, but I am certain in my own mind that the courts would find some escape for a utility if it was constantly, and during short intervals of time, ordered to make relocation of the same line, at its sole cost, due to changes in plans by the Highway Department.

While the question of reasonableness of time will necessarily be your decision, it appears that our participation in plan No. 1, as suggested by Mr. Klaboe, wherein the additional cost to the gas company would be shared by the State, is not an unreasonable compromise in view of the lack of authority as to what is a reasonable length of time between changes that a governmental agency can require relocation of a utility at its sole cost.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
Attach.

cc: F. D. Morgan - att. F. B. Klaboe
R. L. Porter
Ted Litchfield
Gerry Attig

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APR 18 1962
FOR FILING

I-80N-3(27)81

[illegible]

April 17, 1962

Mr. John F. Vertrees
Project Construction Engineer
U. S. Bureau of Reclamation
Post Office Box 394
The Dalles, Oregon

Re: 300

Dear Mr. Vertrees:

Your request of April 2 for a power line crossing of the Columbia River Highway and the proposed new Interstate route in The Dalles has been reviewed by both this Department and the Bureau of Public Roads.

There is no objection to your proposal providing a minimum clearance of 20 feet for a 12.5 KV line or 22 feet for a 34.5 KV line is provided. This Department would not require a dead end type structure at your Station 83+48.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. B. Morgan
R. D. Sipprell

FORM E-20 90M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 16, 1962

SUBJECT: Bureau of Reclamation
Power Line Crossing
The Dalles Section
Columbia River Highway
Wasco County

To:
Mr. R. L. Porter
Asst. State Highway Engineer
BUILDING

The plan for the power line crossing of the Columbia River Highway in the vicinity of Station 2306+00 on The Dalles Section submitted to the Oregon State Highway Department by the United States Department of Interior, Bureau of Reclamation, The Dalles project office, has been reviewed by the Utility Liaison Engineer and the Bureau of Public Roads and found satisfactory providing the minimum clearance is 20' for a 12.5 KV line or 22' for 34.5 KV line.

A dead end type structure will not be required at Station 83+48.

F. D. Morgan
Construction Engineer

By

D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jd

NOTED
R. L. PORTER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
THE DALLES PROJECT OFFICE
P. O. Box 394
The Dalles, Oregon

CONSTRUCTION DIVISION
RECEIVED
APR 3 1962
[illegible] ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

IN REPLY
REFER TO: 300

April 2, 1962

[illegible] out
[illegible] with
Tipper give me the "dope"

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Transmitted herewith for your review and comments is one print of drawings No. 884-134-48 and 49. These drawings show the location and profile of a portion of our proposed power line crossing of your rights-of-way for and adjacent to existing U. S. Highway No. 30 and proposed Interstate 80 N on the west side of the city of The Dalles, Oregon.

The power line will be either 12.5 or 34.5 kv of single pole construction and will originate at The Dalles Substation of the Bonneville Power Administration about a mile and a quarter to the northwest. The alinement and grade of proposed Interstate 80 N were taken from your preliminary plan-profile sheets of the route through this area. We plan to cross both Highway 30 and 80 N with about 385 foot spans with the poles to be installed at power line Stations EQ 75+72.27 Bk equals 75+75.32 Ah, 79+62,87 and 83+48. The structures on either side of the combination Highway 30 and U.P. Railroad crossing will be dead ended. However we did not plan to dead end the structure on the north side of Highway 80 N.

We would appreciate your advising us if the crossing location is satisfactory to you. If it is satisfactory, please state the clearance which is required over both highways and your other rights of way, and whether a dead end structure will be required at Station 83+48. This information is needed for negotiation and preparation of a crossing agreement with the State of Oregon and completion of our designs for the power line.

RECEIVED
APR 3 1962
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

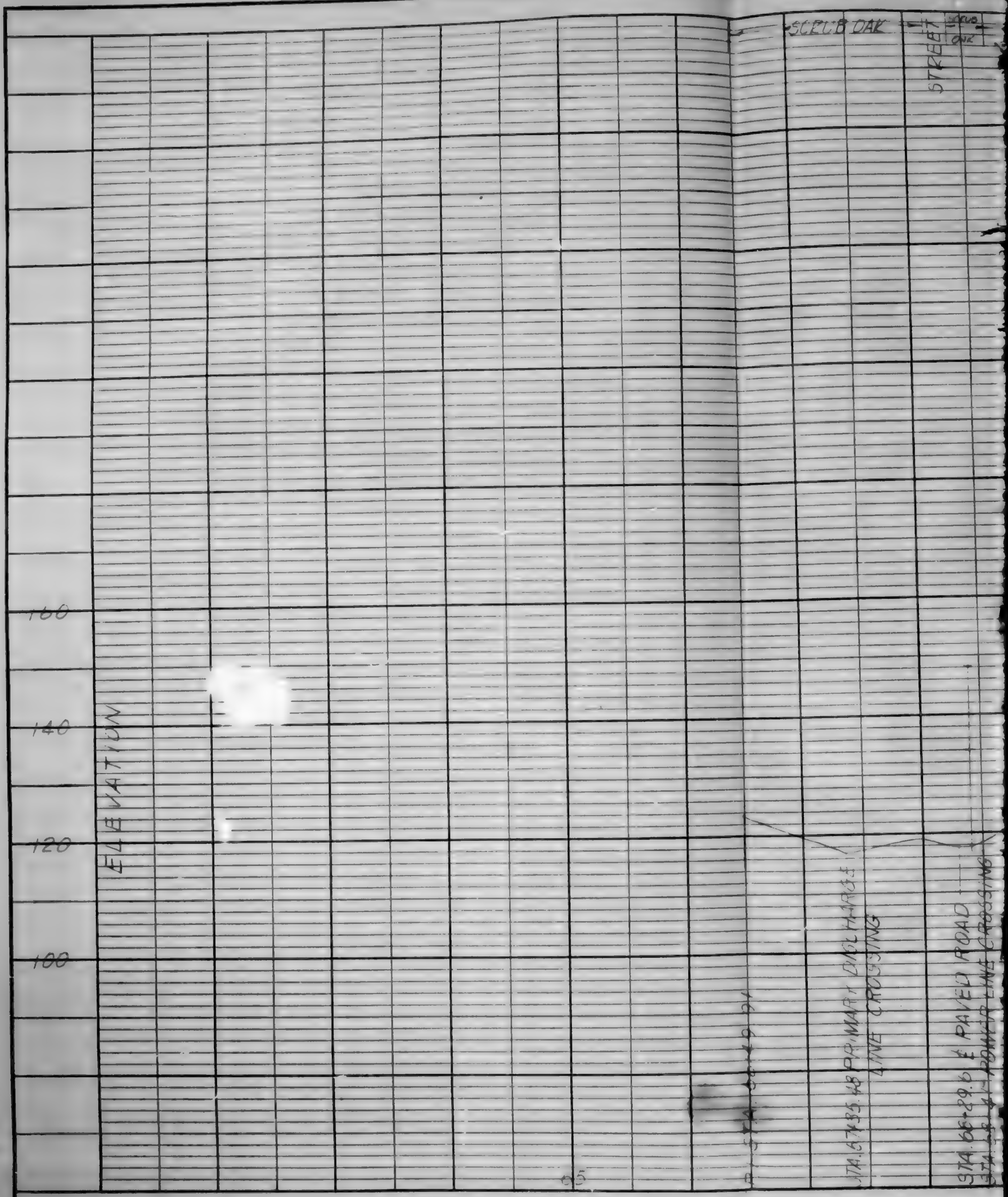
John P. Vertrees

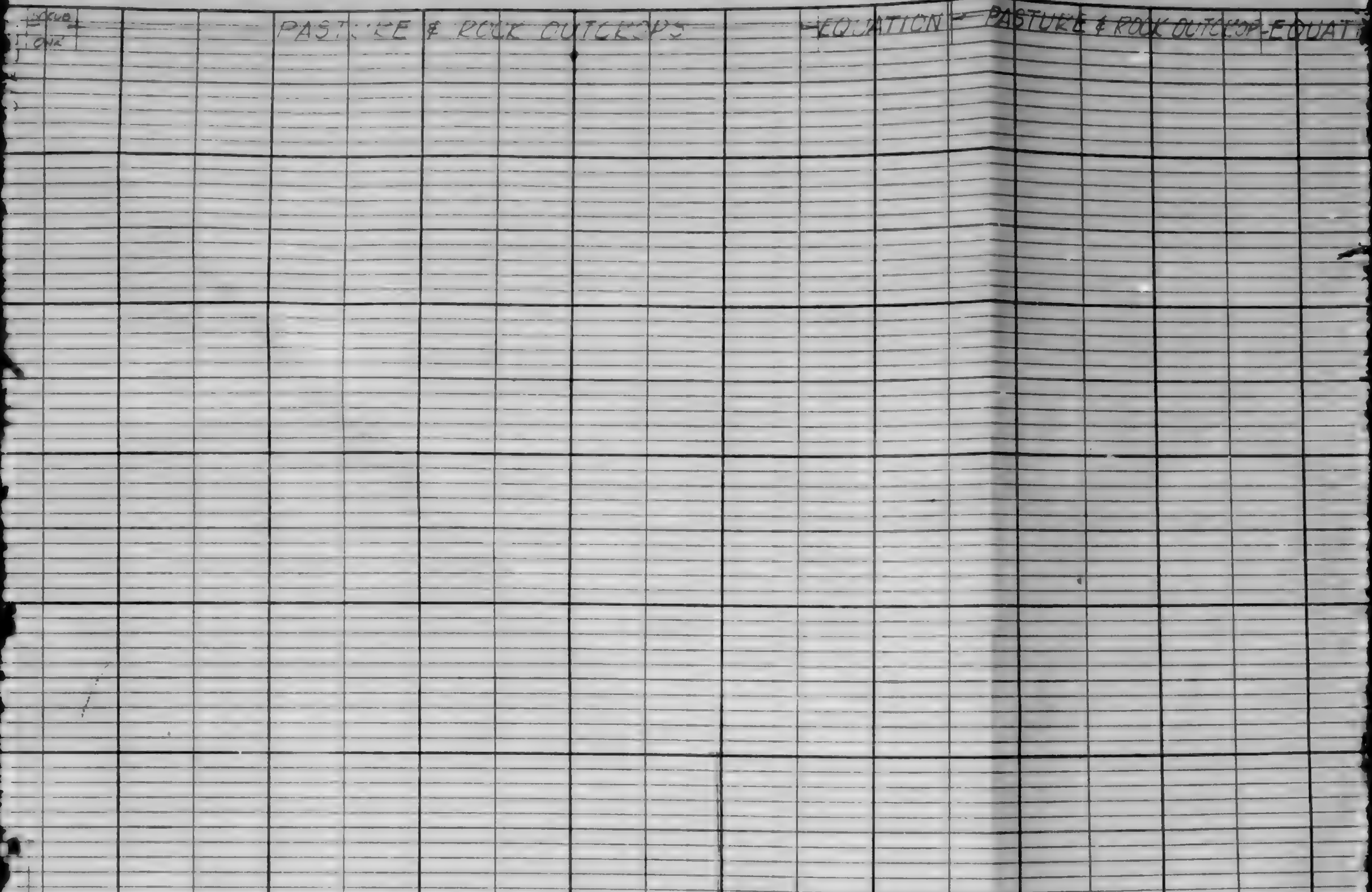
John P. Vertrees
Project Construction Engineer

NOTED
R. L. PORTER

Enclosures 2

Copy to: Resident Engineer
Oregon State Highway Department
412½ Laughlin
The Dalles, Oregon (w/copies of encls.)


SCRUB OAK
STREET
SCRUB OAK
160
140
120
100
ELEVATION
STA. 66+49.91
STA. 67+35.48 PRIMARY DISCHARGE LINE CROSSING
STA. 66+29.6 ℄ PAVED ROAD
POWER LINE CROSSING


PASTURE & ROCK OUTCROPS
EQUATION
PASTURE & ROCK OUTCROPS
EQUAT
STA. 66+49.0 ℄ PAVED ROAD
STA. 68+41 POWER LINE CROSSING
TOP WIRE 26.2' HIGH
70
STA. 72+08 POWER LINE CROSSING
31.5' HIGH
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P.I. STA. 73+53.23 AHD
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P.I. STA. 75+72.27 BK =
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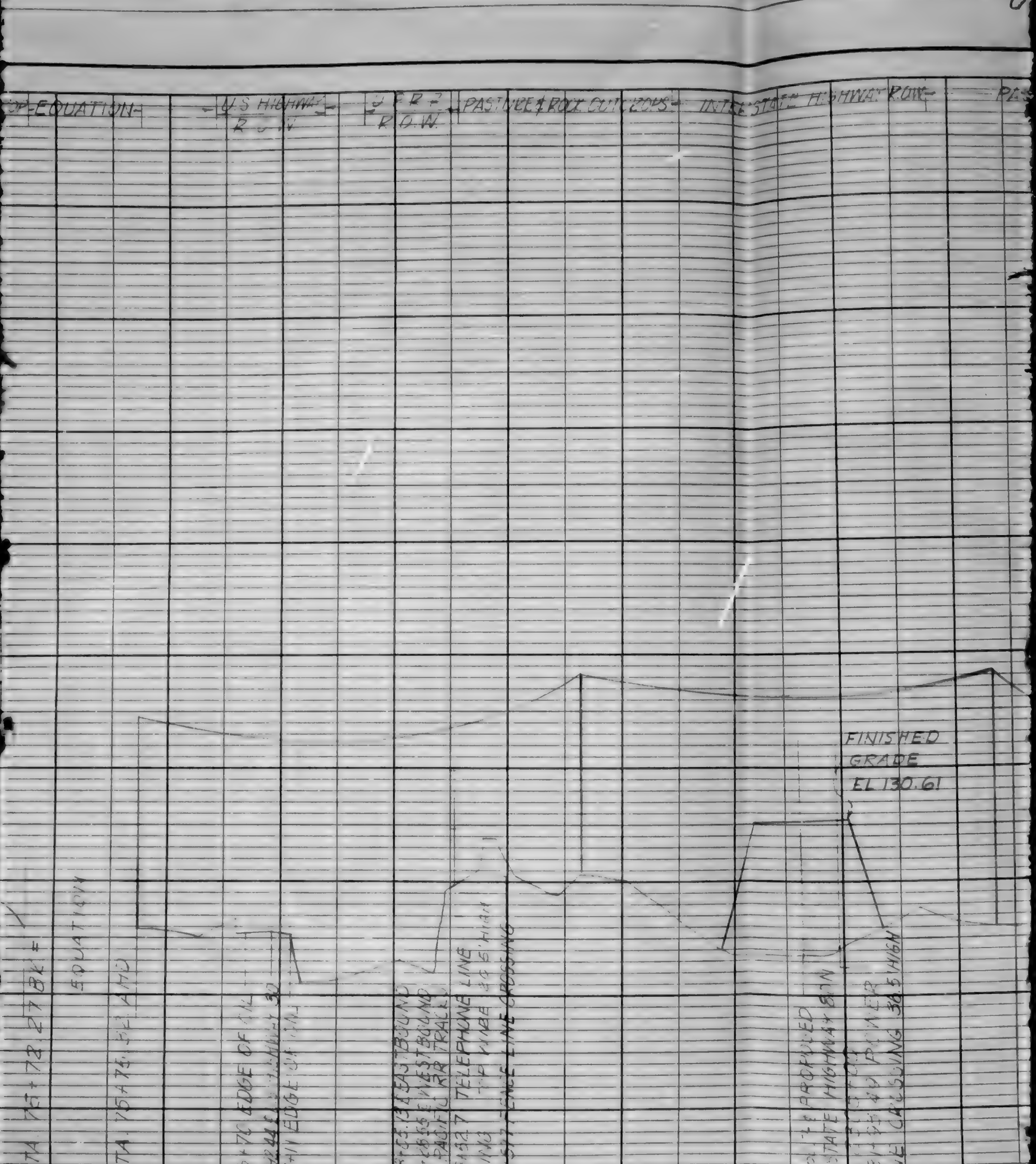
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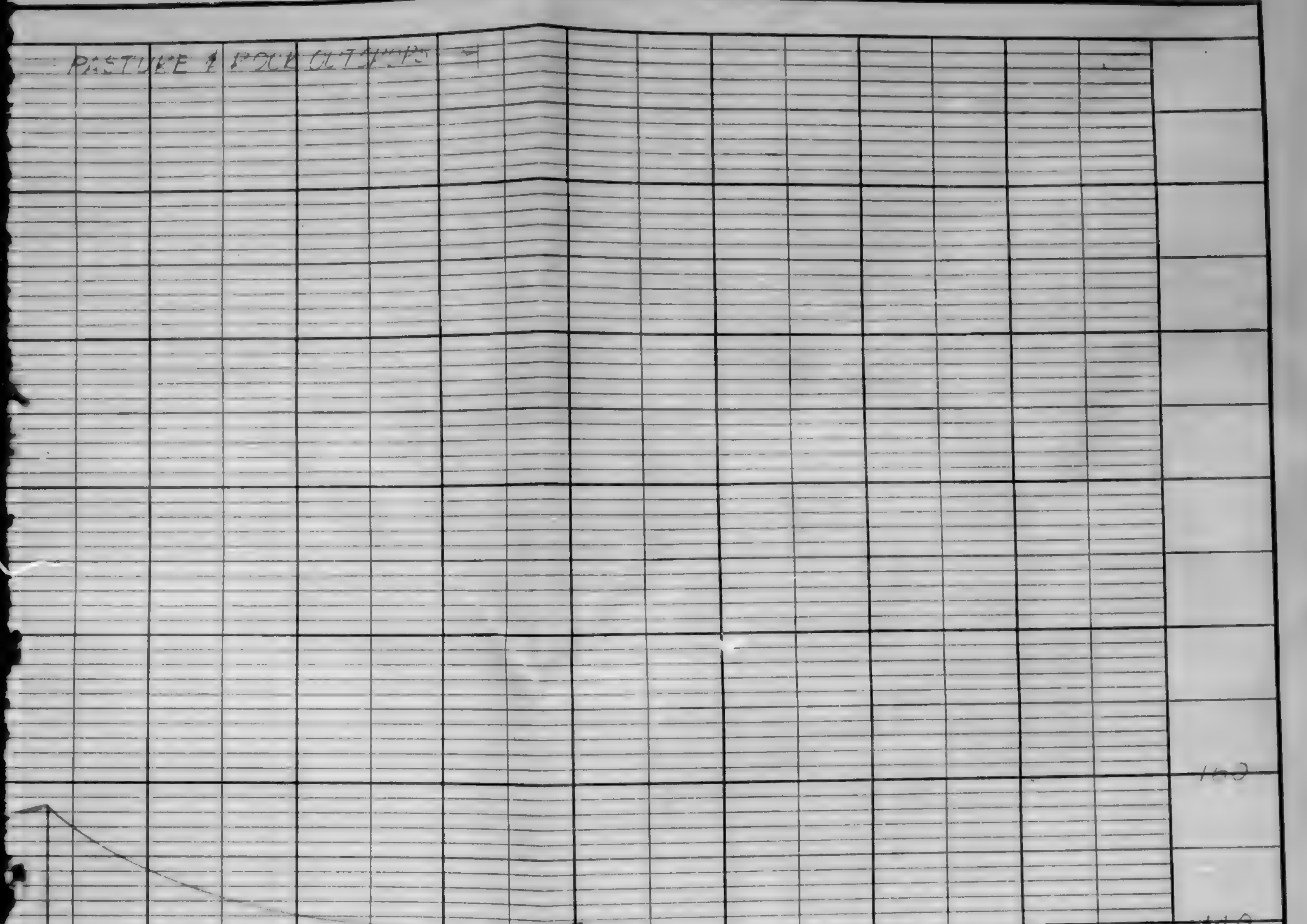
U.P.R.R. R.O.W.
PASTURE & ROCK OUTCROPS
INTERSTATE HIGHWAY R.O.W.
PAS
FINISHED GRADE EL 130.61
P.I. STA 75+72.27 BK =
EQUATION
P.I. STA 75+75.[illegible] AHD
STA 76+76 EDGE OF [illegible]
STA [illegible] U.S. HIGHWAY 30
STA 77+11 EDGE OF [illegible]
STA 78+53.3 EASTBOUND
STA 78+85.5 WESTBOUND
UNION PACIFIC RR TRACKS
STA 79+32.7 TELEPHONE LINE CROSSING [illegible] 36.5' HIGH
STA [illegible] FENCE LINE CROSSING
80
STA [illegible] PROPOSED INTERSTATE HIGHWAY B/W
STA [illegible]
STA 8[illegible] POWER LINE CROSSING 36.5' HIGH

E51



PASTURE & ROCK OUTCROPS
160
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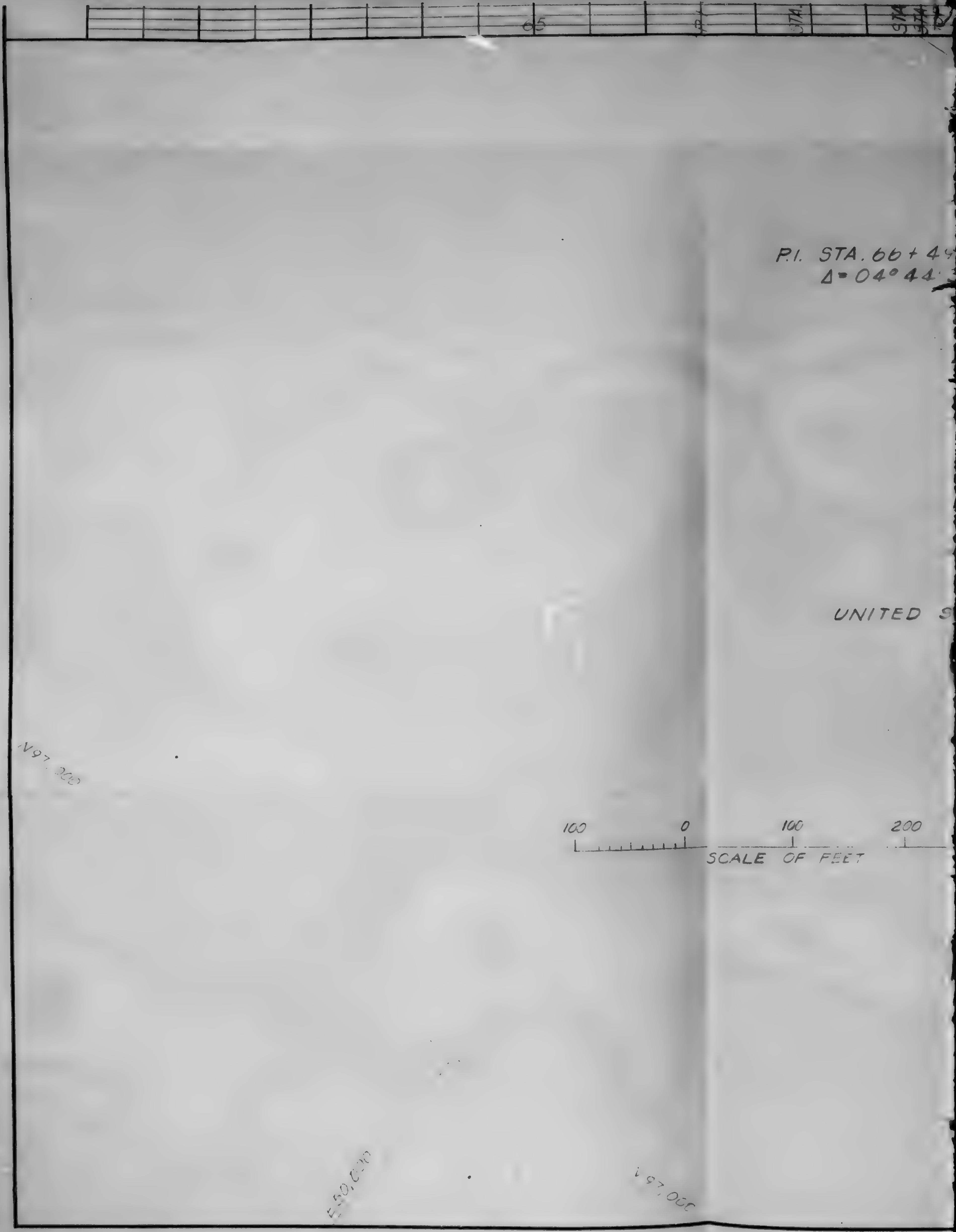
STA 84+88.78 TELEPHONE LINE
CROSSING
PVI STA 88+31.06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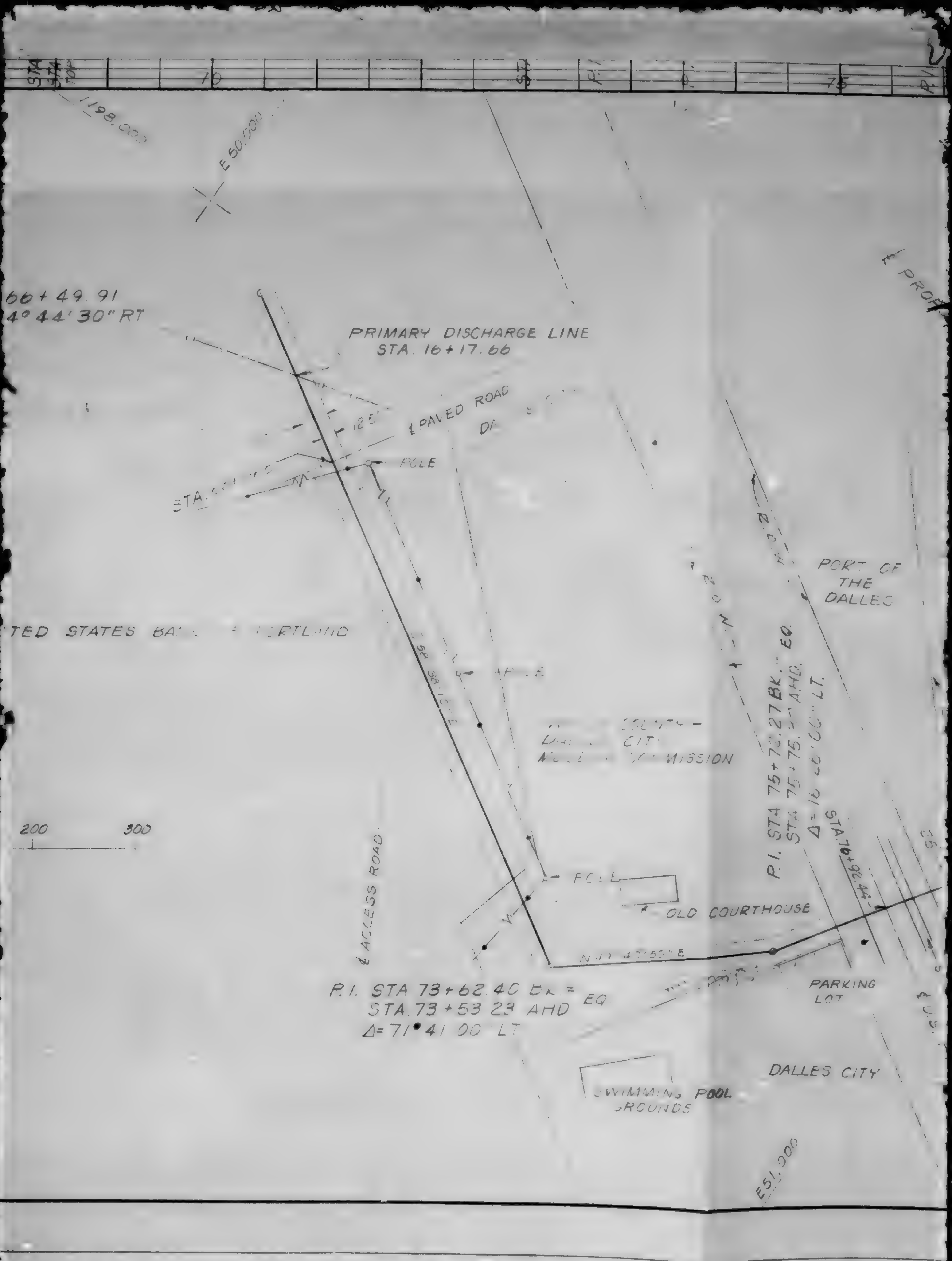
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PRIMARY DISCHARGE LINE
STA. 16+17.66
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300
℄ ACCESS ROAD
POLE
OLD COURTHOUSE
P.I. STA 75+72.27 BK. = EQ.
STA 75+75. AHD.
Δ = 16 LT.
STA.76+92.44
P.I. STA 73+62.40 BK. = EQ.
STA.73+53.23 AHD.
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LOT
DALLES CITY
SWIMMING POOL
GROUNDS
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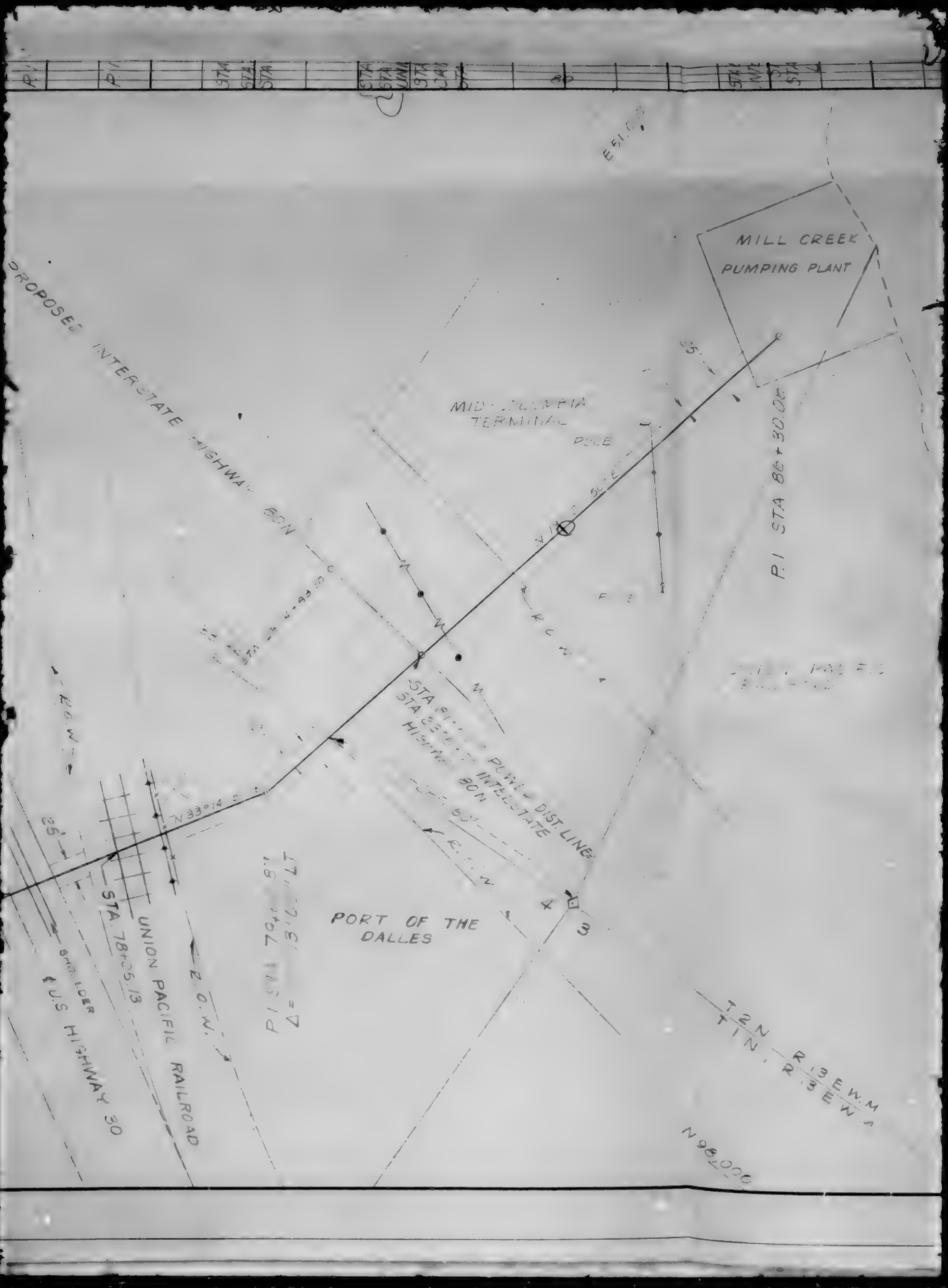
℄ PROP
℄ U.S.


MILL CREEK
PUMPING PLANT
PROPOSED INTERSTATE HIGHWAY 80N
MID-COLUMBIA
TERMINAL
POLE
P.I. STA 86+30.08
R.O.W.
STA. 81+ … POWER DIST. LINE
STA. 23… INTERSTATE
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R.O.W.
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35'
STA. 78+35.13
UNION PACIFIC RAILROAD
SHOULDER
℄ U.S. HIGHWAY 30
R.O.W.
P.I. STA 70+…81
Δ = 13°…" LT
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T1N R13E.W.M.
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P.I.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
THE DALLES PROJECT – OREGON
WESTERN DIVISION

B.P.A. SUBSTATION TO MILL CREEK PUMPING PLANT – POWER DISTRIBUTION LINE

STA. 60+49.41 TO STA 86+50.08
PLAN AND PROFILE

DRAWN	JKL	SUBMITTED	Robert T. Flynn
TRACED		RECOMMENDED	
CHECKED	L. T. B.	APPROVED	
THE DALLES OREGON		MARCH 23, 1962	884-134-49

7

9+141 [illegible]

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STA 44+47.3 [illegible]

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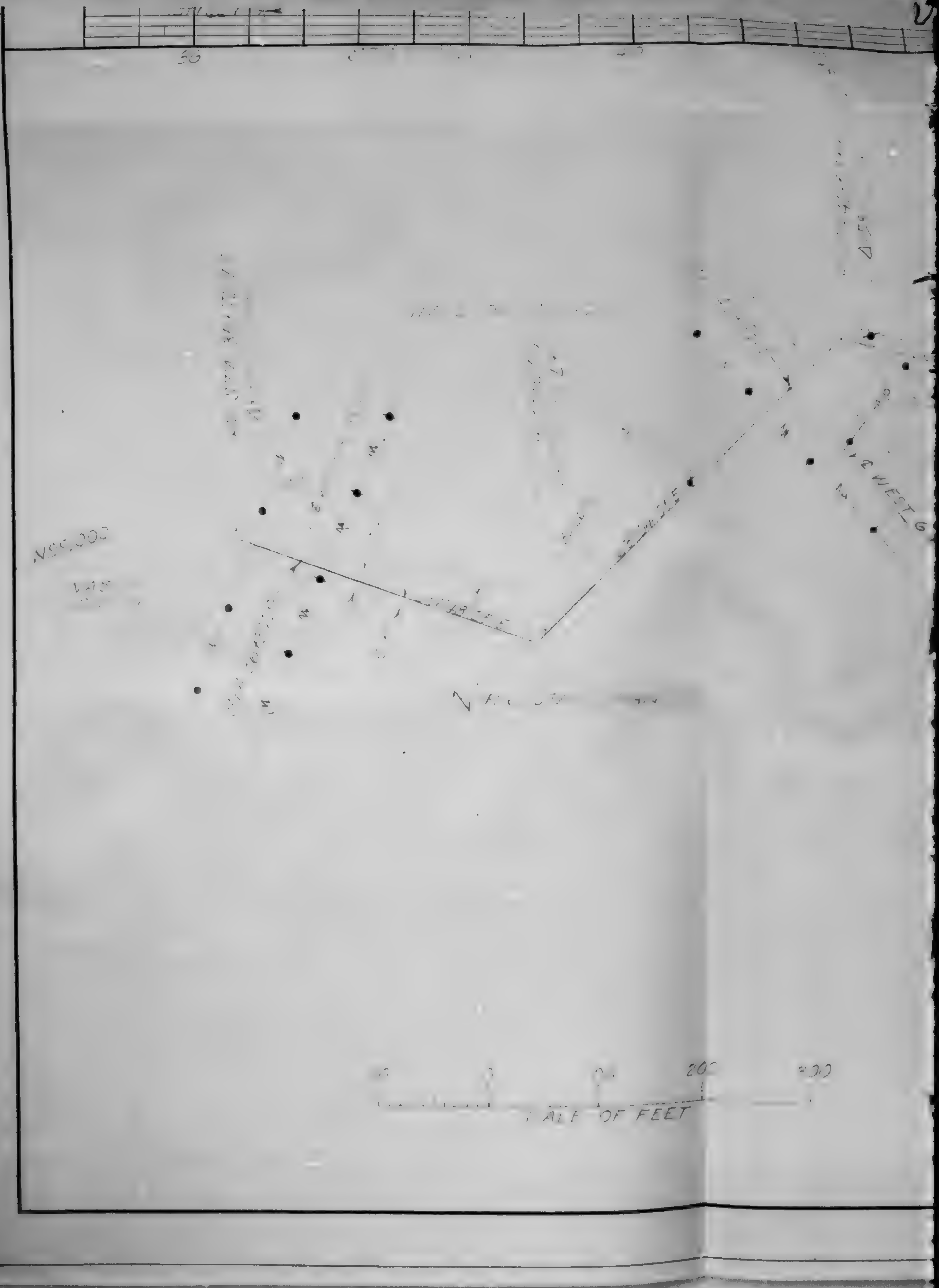
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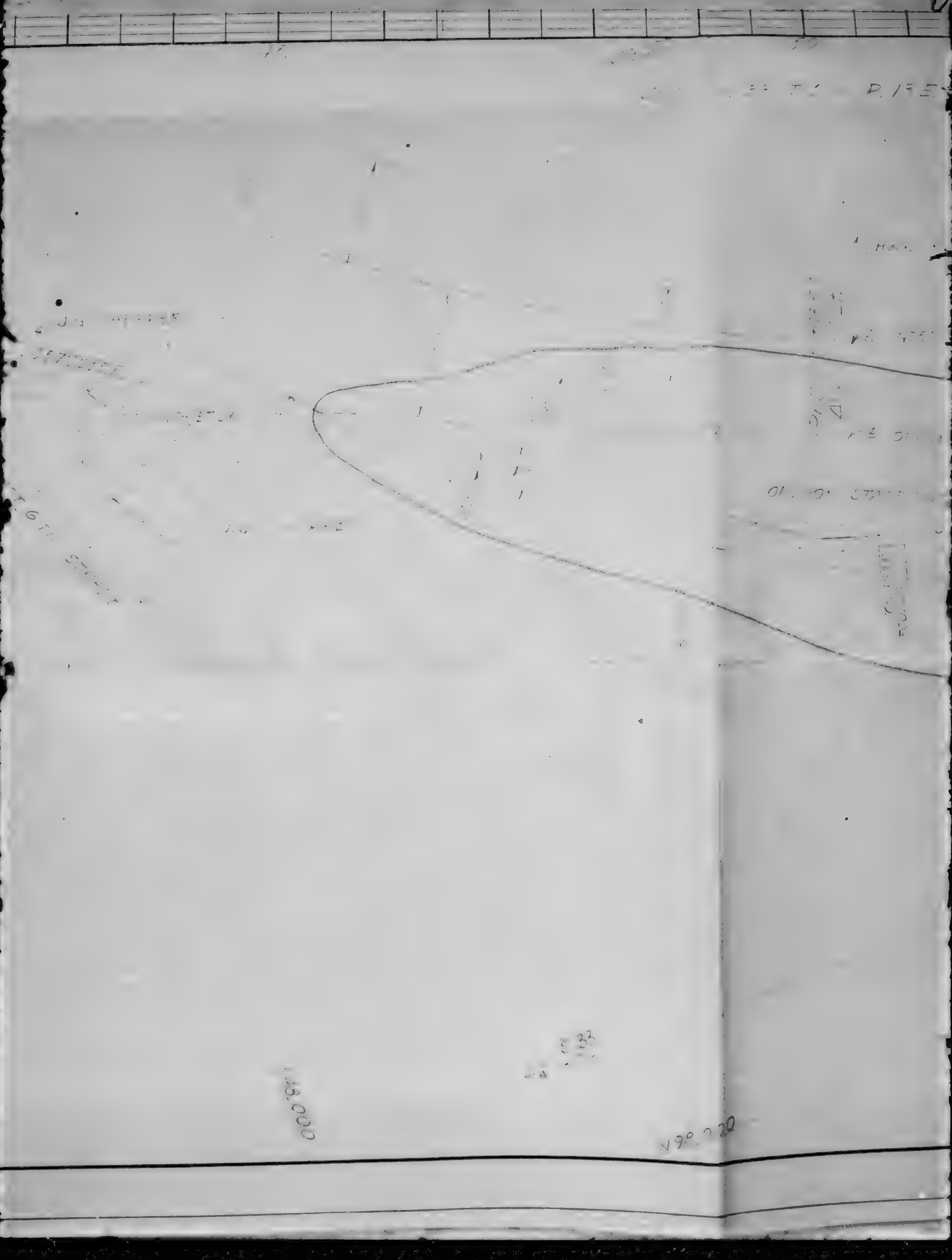
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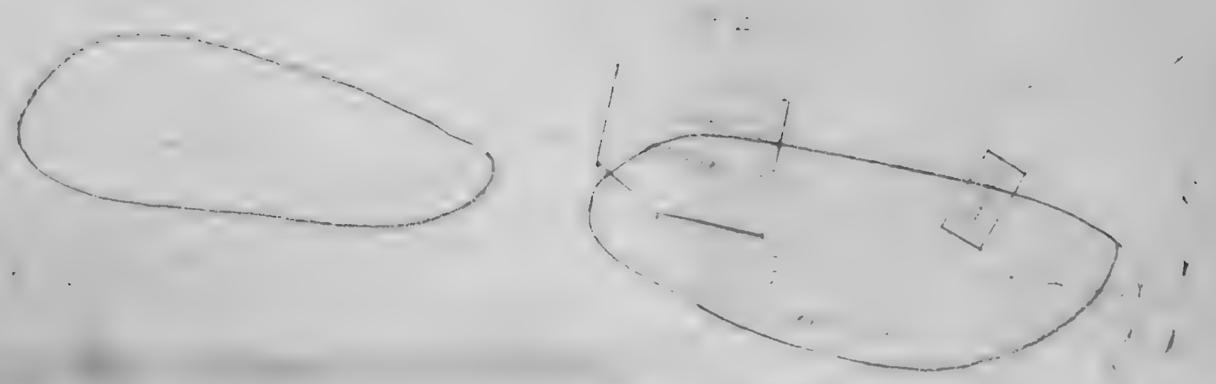
4



MARKED PRINT

[illegible]

E PA [illegible] PUMPING

PLANT - - POWER [illegible]

STA. 35+75.77 TO STA. [illegible]

[illegible]

Robert T. Flynn

834-134-48

2-10

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APR 17 1962

FOR FILING

I-80 N-3 (27)

1 6780

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 13, 1962

SUBJECT: Proposed AC Curb Installation
Second St. at Lincoln St.
US30 - The Dalles

To:

Tom Edwards
Ass't. State Highway Engineer
OFFICE

In accordance with Mr. DeFrance's letter of April 5, we have checked into traffic operations at the intersection of Second and Lincoln Streets on the Columbia River Highway in The Dalles. This came about through the request for access from the Artic Circle Drive-In. This establishment has requested an access on the southerly side of Second Street in the section where westbound US30 traffic is going through a transition from two lanes to one lane.

Although left-turns off the highway are not desirable at any point, and particularly not at a point such as this wherein westbound traffic is going through a transition, sufficient pavement width is available to westbound traffic so that it should not cause any undue amount of difficulty. We have not checked conditions in the field but with the jiggle bars there should be a certain amount of deterrent to left-turn movements. In view of these facts, it is not believed that left-turns at this point would cause any great amount of additional hazard over that which is experienced at a number of business establishments throughout the existing section of the Columbia River Highway at the westerly edge of The Dalles. It would be our recommendation that the curb not be constructed.

For

F. B. Crandall
Traffic Engineer

VPJ:pk
cc: I. A. DeFrance

Sipprell
for info
4-16-62

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APR 13 1962
FOR FILING

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4180

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 5, 1962

SUBJECT: Proposed AC Curb Installation,
The Dalles

To:

L. H. Warfield
Assistant Division Engineer

Bend

Your letter of April 2, 1962, relative to the construction of AC curbs on Second Street in The Dalles addressed to Mr. R. P. Hamilton has been referred to this office.

The median curb you suggest is contrary to department policy, and no more are to be built. We also question the proposed use of AC curb.

Please do nothing at this location until the problem can be further investigated by the Traffic Division.

ORIGINAL SIGNED BY I. A. DE FRANCE
I. A. DeFrance
Maintenance Engineer

IAD:je

CC: Tom Edwards ✓
Traffic Division

Bend
Do nothing
E

4/13/62

FORM E 30X—90M—6 61—36692

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles
March 30, 1962

SUBJECT: Proposed AC Curb Installation

To:

L. H. Warfield
Assistant Division Engineer
Bend, Oregon

Submitted herewith a sketch of the proposed curb installation at the west end of one-way grid, The Dalles, Oregon.

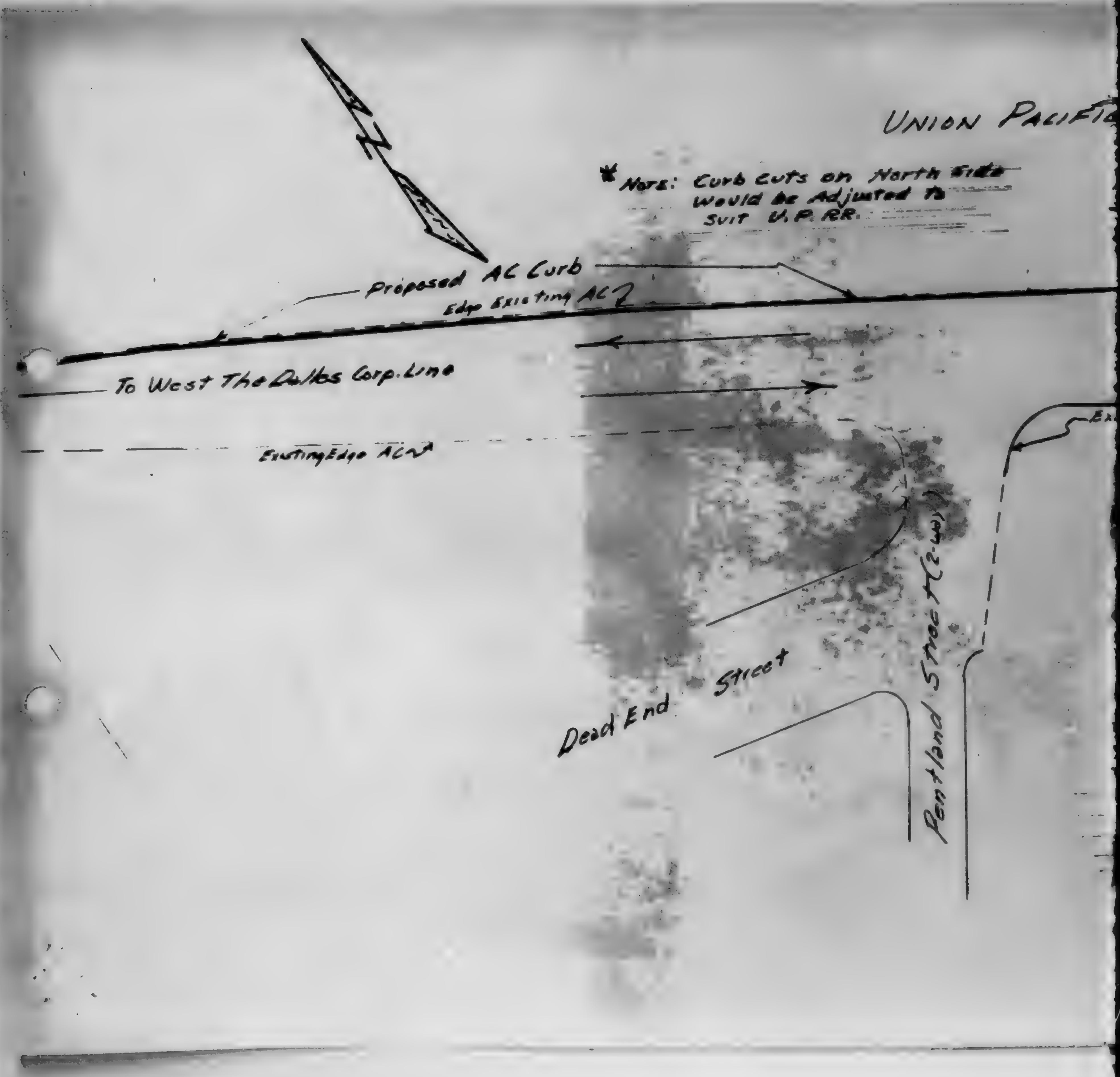
The extension of the existing concrete island with AC curb and the small sign island would be with state forces and at state expense. The reason for the middle curb would be to prevent west bound traffic from cutting left,over the present jiggle bars in order to enter the new Artic Circle Drive-In. This left turn movement would interfere with west bound traffic that is weaving from two-lane to one-lane travel. It would also endanger the east bound traffic that is deaccelerating and facing a 90 degree turn.

The proposed curb on the north side would deny east bound traffic along shot left turn, maneuver into Union Pacific property. It would also prevent U-Turn maneuvers that now take place in this area. The city will contribute to this north curb by supplying a AC curb machine, operator, and the plant mixing facilities for the dense AC mix required.

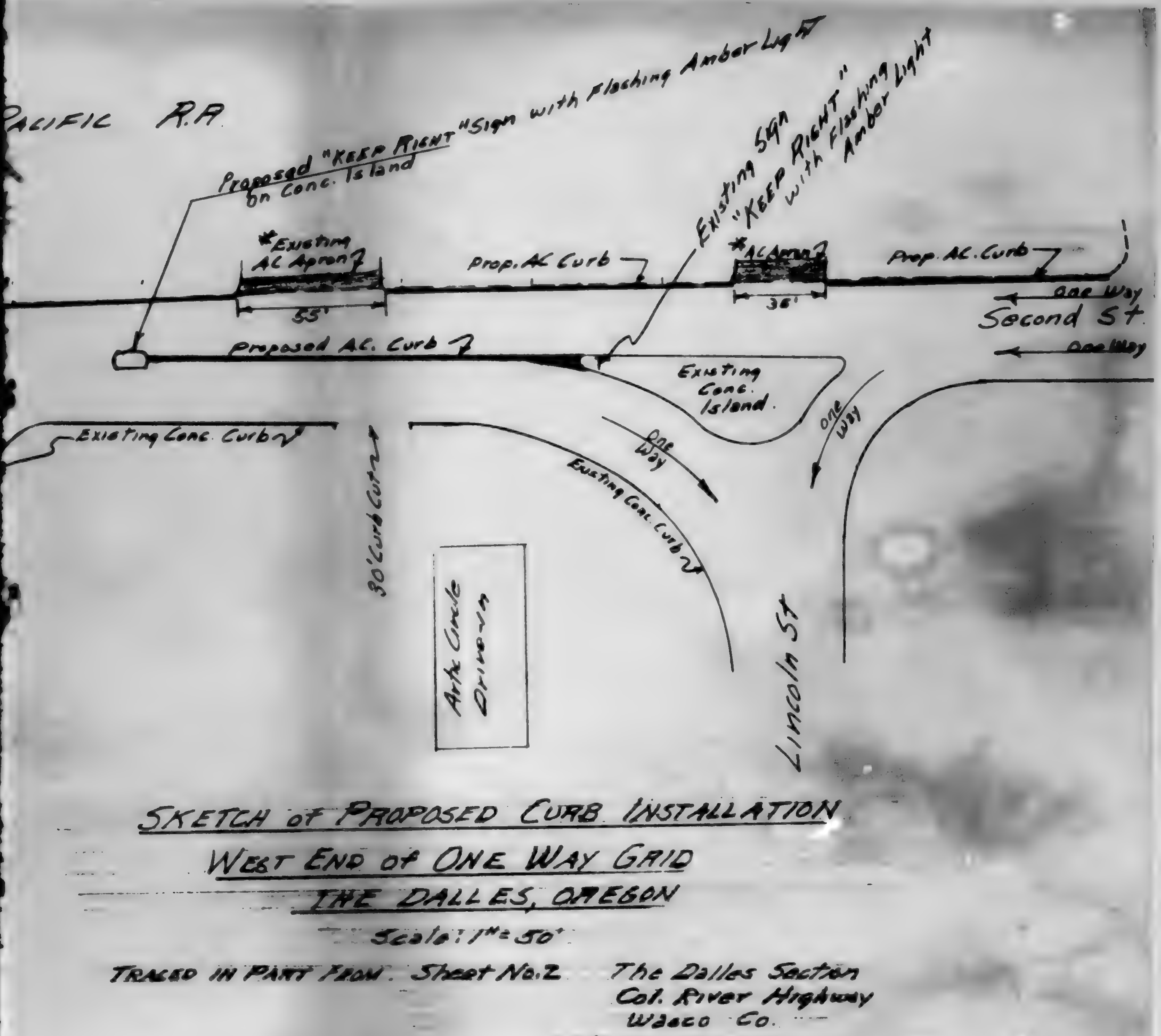
ORIGINAL SIGNED by CARL M. WILLIAMS

CARL M. WILLIAMS
District Maintenance Superintendent

CMW:af
Attachment



* Note: Curb cuts on North Side would be Adjusted to Suit U.P. RR.



SKETCH of PROPOSED CURB INSTALLATION
WEST END of ONE WAY GRID
THE DALLES, OREGON

Scale: 1" = 50'

TRACED IN PART FROM: Sheet No. 2

The Dalles Section
Col. River Highway
Wasco Co.
As Constructed Plans
1952

RECEIVED
APR 5 1962
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
THE DALLES PROJECT OFFICE
P. O. Box 394
The Dalles, Oregon

IN REPLY REFER TO: 300

April 2, 1962

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Transmitted herewith for your review and comments is one print of drawings
No. 884-134-48 and 49. These drawings show the location and profile of a
portion of our proposed power line crossing of your rights-of-way for and
adjacent to existing U. S. Highway No. 30 and proposed Interstate 80 N on
the west side of the city of The Dalles, Oregon.

The power line will be either 12.5 or 34.5 kv of single pole construction
and will originate at The Dalles Substation of the Bonneville Power Admin-
istration about a mile and a quarter to the northwest. The alinement and
grade of proposed Interstate 80 N were taken from your preliminary plan-
profile sheets of the route through this area. We plan to cross both High-
way 30 and 80 N with about 385 foot spans with the poles to be installed
at power line Stations EQ 75+72.27 Bk equals 75+75.32 Ah, 79+62,87 and
83+48. The structures on either side of the combination Highway 30 and
U.P. Railroad crossing will be dead ended. However we did not plan to
dead end the structure on the north side of Highway 80 N.

We would appreciate your advising us if the crossing location is satis-
factory to you. If it is satisfactory, please state the clearance which
is required over both highways and your other rights of way, and whether
a dead end structure will be required at Station 83+48. This information
is needed for negotiation and preparation of a crossing agreement with the
State of Oregon and completion of our designs for the power line.

Very truly yours,

John P. Verdress
Project Construction Engineer

4-5-62
Parker is handling

Enclosures 2

Copy to: Resident Engineer
Oregon State Highway Department
412½ Laughlin
The Dalles, Oregon (w/copies of encls.)

NOTED
G. S. PAXSON

RECEIVED
APR 2 1962
FOR FILING

COMMISSIONERS
[illegible]CIV[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

9

I-5 [illegible]

March 23, 1962

Mr. Paul R. Vogt, President
Port of The Dalles Commission
The Dalles, Oregon

File No. 30555 (L-3868)
Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Dear Mr. Vogt:

Mr. Gordon H. Lecair of Marshall, Barr & Associates forwarded to us on February 28 prints of Drawing 1009, Sheets 1, 2, and 3, which show the location and general layout of a proposed overhead conveyor gallery to be constructed by the Port of The Dalles.

The basic proposal set forth is acceptable to the State Highway Department and to the Bureau of Public Roads, subject to the following:

1. An examination and approval by the Highway Department of detailed construction drawings to insure sufficiency of structural design for the protection of the highway user.

2. A clear understanding that the Highway Department will in no way participate in the cost of the proposed construction. 7

3. An understanding that the extension of an access road along the northerly side of the proposed highway is not a portion of the construction planned by the Highway Department, nor is any assurance given that such construction by another public agency would be authorized or permitted upon the highway right of way. No extension of the housing for the existing low level conveyor is contemplated or authorized by this Department.

NOTED
FORREST COOPER

RECEIVED
APR [illegible] 1962
OFFICE OF
STATE HIGHWAY ENGINEER

4. The proposed construction by the Port Commission of a high level conveyor will place other work in conflict with the highway construction. Our approval of this construction is conditioned upon a requirement that the Port Commission and its contractor must co-ordinate their work in such fashion as not to delay completion of the highway work and, further, that the Port Commission indemnify the Highway Department against any claim for additional compensation or delay which might be occasioned by conflicts attributed to construction of the high level conveyor system.

5. Authority to construct the high level system conveys no surface rights of entry upon State Highway right of way. Provision must be made for future maintenance or service of the overhead conveyor from the structure itself with adequate provision by the Port Commission for the safety of highway traffic during such periods of maintenance or repair.

6. The Highway Department plans and contemplates no work in connection with the foregoing matter other than that which is depicted upon construction plans now in the possession of the Port Commission.

Very truly yours,

L. I. Lindas
Chief Counsel

LIL:ep

cc: Mr. Forrest Cooper
Mr. C. G. Polk
Mr. Walter Wright
Mr. Gordon H. Lecair; Marshall, Barr & Associates
Mr. William G. Dick

RECEIVED
MAR 28 1962

THE DALLES CHAMBER OF COMMERCE
The Dalles, Oregon

I-80N-3(27)81

16180

March 20, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Thank you for your letter of March 16, 1962, pertaining to our resolution in support of the objectives of Port of The Dalles Commission to provide required access to existing Port facilities and property.

I wish to make it clear that our resolution was not intended, nor does it extend to matters involving monetary compensation to Port of The Dalles. Our position is that of endorsing the objective of Port of The Dalles Commission for preservation and maintenance of adequate access to existing Port facilities and property by railway and highway.

Very truly yours,

Geo Stadelman
George Stadelman
President

Porter - to note

RECEIVED
MAR 2 2 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 19 1962
FOR FILING

Maint
Traffic
Routing
The Dalles

March 16, 1962

Mr. George Stadelman, President
The Dalles Chamber of Commerce
The Dalles, Oregon

Dear Mr. Stadelman:

Under date of February 28 you forwarded to me a copy of a resolution adopted by The Dalles Chamber of Commerce supporting the objectives of the Port of The Dalles.

We must start out from the premise that a controlled access highway must be constructed through or around The Dalles. The topography limits the location to a rather narrow area. We have made a very complete and exhaustive study of the matter and the presently adopted line is unquestionably the best we can do.

We have every sympathy with the objectives of the Port. We have employed the most competent appraisers that we can find to evaluate the damage to Port facilities that will be occasioned by our construction. We have made an offer to the Port in line with these appraisals. As is sometimes the case in such matters, we have not been able to get into agreement with the Port and it seems that the only solution is to bring this matter before an impartial court and let it decide the question. The money judged equitable by the court and paid to the Port can be used by it for any improvements or rearrangement which, in the Port Commission's judgment, best promotes its objectives.

We appreciate the concern of the Chamber of Commerce in supporting the objectives of the Port. We feel that the payment it will receive will take into account all items of damage, including access to the waterfront area when this matter is adjudicated in the court.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter

GSP:ms FC:fn

A RESOLUTION
By
BOARD OF DIRECTORS, THE DALLES CHAMBER OF COMMERCE

ADOPTED FEBRUARY 23, 1962

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE DALLES CHAMBER OF COMMERCE, IN SPECIAL SESSION ASSEMBLED, that we approve and support the objectives of Port of The Dalles Commission to preserve and protect its transportation facilities by rail, highway and waterway now connected with and serving its existing terminal facilities now proposed to be altered and otherwise restricted and limited for public use by the Oregon State Highway Commission in its now approved location and construction of the Freeway, and

BE IT FURTHER RESOLVED that in addition thereto we approve and support the Port of The Dalles Commission in its public effort to preserve, protect and utilize all of its waterfront remaining after construction of the Freeway, such property being necessary and essential to development and operation of facilities of Port of The Dalles in keeping with its fullest public responsibility, and

BE IT FURTHER RESOLVED that the President of The Dalles Chamber of Commerce is hereby authoirzed to sign and transmit this Resolution to the Oregon Highway Commission.

Adopted this 23rd day of February, 1962.

THE DALLES CHAMBER OF COMMERCE
George Stadelman
George Stadelman
President

RECEIVED
21 1962
FOR FILING
I-80N-3(27)81
6180

FORM CD-121
(9-22-59)

UNITED STATES OVERNMENT

Memorandum

U.S. PARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 16, 1962

Copy
TO Morgan
FOR 3-19-62

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon I-80N-3(27)81
The Dalles Bypass

Mr. Porter's letter dated March 13, requested our comments concerning the proposal of the Consulting Engineering firm of "Marshall, Barr and Associates" for an overhead conveyor over the freeway in the vicinity of the Port of The Dalles dock.

We note that several new proposals are presented by this plan. This office is not aware of any commitment to provide an access road westerly from existing railroad approach to the dock, nor to extend the existing gallery. It is our understanding that the fill through this area would be only wide enough to support the main freeway roadways.

It would appear that a future overhead conveyor could be permitted under existing regulations, however, the location of the supporting columns preferably should be outside of the access control lines. The structural design of the total facility should be reviewed by the State's Bridge Department to insure an adequate design to safeguard the freeway. The minimum vertical clearance of 25 feet indicated on the proposal would be more than adequate under present regulations.

March 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Enclosed are three preliminary plan sheets and a copy of the self-explanatory transmittal letter from Marshall, Barr and Associates, Consulting Engineers from the Port of The Dalles.

It is our understanding and it is stated in the above-mentioned transmittal letter that this facility is to be in addition to the low level grain conveyor which is to be re-established in the vicinity of Station 2330 on the proposed Dalles Section contract.

We are not in agreement with these people on any of the many obvious points brought up by these plans. We are referring the plans to you at this time for your ideas primarily on the vertical and horizontal clearances and the encroachment on the right of way.

Your comments will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

Enc.

cc Forrest Cooper
F. D. Morgan
W. T. Wright

ADO:db:ajw

MARSHALL, BARR & ASSOCIATES
CONSULTING INDUSTRIAL ENGINEERS
815 LLOYD BUILDING
SEATTLE 1, WASHINGTON

28 February 1962

Mr. Walter T. Wright
Right of Way Engineer
115 State Highway Bldg.
Salem, Oregon

Re: Port of The Dalles, Oregon
M&B #1009

Dear Mr. Wright:

Enclosed are three prints each of Drawings #1009 - 1, 2 and 3. These drawings show the location of the overhead conveyor gallery to be constructed by the Port of The Dalles. Basically, this Gallery parallels the existing low level conveyor which is to be retained for future barge receiving use.

We have attempted to comply with the design requirements of the Oregon State Highway as set forth in your letter of December 15, 1961.

The Gallery is located considerably above the minimum clearance of 17 feet from the pavement surface to the lowest surface of the structure.

To meet the requirements of adequate protection against spillage of conveyed material, we have shown a concrete slab for the floor of the Gallery and provided side walls of 24 Ga. corrugated galvanized iron. All windows and plastic panels are omitted in the area above the right-of-way.

Bents for supporting the Gallery are located on either side of the roadway, and provide for a minimum of five feet (5') of clearance between the edge of the shoulder and the bent.

After you have had a chance to review these drawings, please do not hesitate to contact us on the matter in question.

Very truly yours,

MARSHALL, BARR & ASSOCIATES

G. H. Lecair
Partner

GHL/ss
Encls.

cc: Port of The Dalles

RECEIVED
MAR - 1 1962
RIGHT OF WAY

RECEIVED
MAR 22 1962
FOR FILING
I-80N-3 (27)
6180

March 16, 1962

Mr. G. K. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass Section
Columbia River Highway
Wasco County

As requested in your letter of March 13, I am sending by messenger four sets of the plans for the grading of The Dalles Bypass Section; four sets of cross-sections, including a cross-section of the Brewery Grade connection; four prints from Drawing 8840-D which shows the plan and elevation of the Brewery Grade Overcrossing, with the vertical and horizontal clearances provided; also the pier location for the possibility of development of additional tracks in the area.

Structural plans are not complete and since this project will not be advertised with the grading, the preparation of these plans may be considerably delayed.

The descriptions of your property furnished with Mr. Lindas' letter of August 16, 1961, have not been changed. There is an additional piece of property near the small boat basin which is in the process of negotiation with your Company. This is our Right of Way File 34372. Our Mr. Wright has been in contact with your Mr. Ryan and the matter was presented in Mr. Wright's letter of February 7. This property, however, is not a part of the property which is being covered by The Dalles agreement which you are now drawing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. W. T. Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MARCH 13, 1962

File Ref. D 315 - 2 - 93

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Recently Mr. Tabor of my office had a telephone conversation with Mr. Paxson concerning prints for The Dalles Bypass Section of relocated Columbia River Highway. In line with this conversation, will you please furnish us with four (4) sets of your latest construction drawings on this section of the highway between The Dalles (West) and The Dalles (East) Overcrossings, including detailed construction drawings of the Brewery Interchange. Also, with these prints, will you kindly furnish us four (4) sets of your cross-sections covering the above work?

The latest descriptions of parcels of Railroad property covering your proposed construction, which we have available, were furnished in letter addressed to the Railroad, dated August 16, 1961, by your Chief Counsel, Mr. L. I. Lindas. If there has been any change in these descriptions since that time, would appreciate your advising us accordingly.

Yours very truly,

G.H. Baker
G. H. Baker
Superintendent

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MAR 14 1962
OREGON
STATE HIGHWAY COMMISSION

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G. S. PAXSON

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1961

SUBJECT: File No. 30555
Port of The Dalles
The Dalles-Big Eddy
Section
Columbia River Highway
Wasco County

To:
Mr. G. S. Paxson
Assistant State Highway
Engineer

Office

Attached is a copy of a letter received by us from Colonel Winegar relating to changes in the small boat basin on the Port of The Dalles property.

I assume that, as soon as a decision is reached by the Bureau of Public Roads on construction of an access road to this area, the necessary applications for the reconstruction of the small boat basin in navigable waters will be handled through your office.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

Attachment

NOTED
G. [illegible]

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[illegible] 16 [illegible]
OFFICE OF
[illegible] ENGINEER

RECEIVED
LEGAL DEPT.

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 8, OREGON

36-NPPRM

7 March 1961

NPP 285/17 (The Dalles Dam -
Oregon State Highway Dept. -
The Dalles-Big Eddy Section)

State of Oregon
State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. D. H. Moehring
Assistant Right of Way Engineer

Dear Sir:

Inclosed, in accordance with your request of 9 February 1961, your file No. 30555 - Port of The Dalles, is a copy of the "Resolution" which provided the required assurances from the Port Commission prior to initiation of construction of The Dalles Small Boat Basin.

Your attention is invited to the first clause in the inclosed resolution, as underlined in red, which recites the authorization for the project.

This facility, as constructed under the above-cited authority, is an authorized federal project in which the Government is concerned with maintaining a protected small-boat basin 400' x 800' in size, with a depth 8 feet below a pool elevation of 72.5 feet, mean sea level. Accordingly, any change, modification, and/or encroachment upon this facility will require the approval of this office.

Inasmuch as any encroachment on this facility resulting from your highway relocation will require a Navigable Waterway Permit, we are inclosing a copy of our brochure covering the application for permits for work in navigable waters.

RECEIVED
MAR 1 1961
RIGHT OF WAY

Accordingly, your application, including complete plans and specifications covering modification and/or relocation of this facility, along with your highway construction plans, should be submitted at an early date.

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

2 Incl
1. Cy Resolution
2. Brochure

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JAN 11 1962
FOR FILE
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Office
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The [illegible]

FORM CD-121
(9-22-58)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: January 8, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

C. G. Polk

SUBJECT: Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Rehabilitation of The Dalles Small Boat Basin

Reference is made to your letter of January 3, 1962 concerning the relocation of the Small Boat Basin at The Dalles made necessary by the construction of The Dalles Section of Interstate Highway 80N.

In view of the statements made in your letter and the Corps of Engineers' letter dated 27 December 1961, that, in fact, no betterments are involved and the changes are only those essential to permit reconstruction of the existing facility in a manner which would not limit its present use, we will approve Federal participation in the cost involved.

We infer, from reading the Corps of Engineers' letter, that the Port District has also approved the plan as now proposed.

[illegible]
Morgan

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Jan 9 1962

NOTED
R. L. PORTER

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Maint
Traffic
Routing
The Dalles

January 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-3(27)81
The Dalles Section
Boat Basin Breakwater

Dear Sir:

Reference is made to your letter of December 21 in which you stated that Federal aid, in connection with the relocation of the Boat Basin at The Dalles, will be limited to replacement in kind. You further stated that you were of the opinion that the proposed plans provided for a higher type of facility than now exists.

Because of a more exposed position made necessary by the proposed freeway, the proposed Boat Basin facility is not an exact replica of the existing one, however, effort was made to provide only a facility of equal utility. Subsequent to your letter, this matter was again discussed with the Corps of Engineers and there is attached a letter from the Portland District Engineer stating that the proposed Boat Basin facilities are the minimum required to provide for service that now exists.

It is requested that your decision of December 21 be reconsidered and that the plan as submitted have your approval. It is hoped that full agreement may be reached in time so that this project can be advertised for the February 28 Bid Opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
L. H. Young
F. D. Morgan
L. I. Lindas

Attachment

RECEIVED
JAN 1 1962
FOR FILING

Maint
Traffic
Routing
The Dalles

January 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-3(27)81
The Dalles Section
Boat Basin Breakwater

Dear Sir:

Reference is made to your letter of December 21 in which you stated that Federal aid, in connection with the relocation of the Boat Basin at The Dalles, will be limited to replacement in kind. You further stated that you were of the opinion that the proposed plans provided for a higher type of facility than now exists.

Because of a more exposed position made necessary by the proposed freeway, the proposed Boat Basin facility is not an exact replica of the existing one, however, effort was made to provide only a facility of equal utility. Subsequent to your letter, this matter was again discussed with the Corps of Engineers and there is attached a letter from the Portland District Engineer stating that the proposed Boat Basin facilities are the minimum required to provide for service that now exists.

It is requested that your decision of December 21 be reconsidered and that the plan as submitted have your approval. It is hoped that full agreement may be reached in time so that this project can be advertised for the February 28 Bid Opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
L. H. Young
F. C. Morgan
L. I. Lindas

Attachment

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

RECEIVED

NPPVR

27 December 1961

Mr. L. I. Lindas
Chief Counsel, State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Lindas:

Reference is made to your telephone conversation with Mr. Lietzke of this office on 26 December 1961. In answer to your query as to whether any betterments are involved in the presently approved plans for the rehabilitation of The Dalles Small Boat Basin, it is our opinion that definitely no betterments are in any manner involved.

With particular reference to the breakwater and sheer boom plans, you will recall that in preliminary discussions the Highway Department proposed removing the outer 470 feet of the existing breakwater and replacing it with 730 feet of similar breakwater construction that would extend approximately 200 feet riverward. Also, they planned on mooring the existing sheer boom 160 feet upstream and 200 feet riverward of its present location.

An inspection of field conditions was made by engineers from this office during the height of the freshet in June of 1961 at The Dalles Small Boat Basin. High velocities were observed in the areas proposed for the relocation of the breakwater and sheer boom. With the Highway Department's proposed relocation of the breakwater and sheer boom, the Basin would be adversely affected by swells, river currents and an increased amount of drift and debris. In order to overcome these deficiencies it was proposed by this office that the existing breakwater be left in its present location and additional revetment be added outside of the outer end of the breakwater. Also, a 900-foot long breakwater was recommended upstream of the Basin entrance in lieu of the existing sheer boom to provide quiet water for moorage upstream of the areas now used.

The Highway Department then proposed an embankment fill instead of the type of timber breakwater that is now used. Without some kind of solid breakwater upstream from the Basin entrance, moorage upstream of the present location would not be feasible throughout all of each year.

Mr. L. I. Lindas
Salem, Oregon

27 December 1961

The proposed parking area is an area equivalent to that now used at the Boat Basin and across the railroad tracks on city streets.

As you recall, on your visit to this office on 21 December 1961 you suggested that it might be advisable to have a letter from the Port District expressing approval of the present approved plans. We have just recently received a letter, copy of which is attached.

As has been stated several times to members of your staff and to the Engineering Department, The Dalles Small Boat Basin is a Federal facility, and this office could not in any way approve changes to the existing facilities that would in any manner limit their present use. We feel quite certain that the changes to the Basin that are now proposed are the minimum needed to provide facilities equivalent to those available at The Dalles Small Boat Basin.

It is requested that this office be advised at your earliest convenience of the action taken for approval of your office of the plans now proposed.

Sterling K. Eisiminger
STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

1 Incl
  Cy ltr 12-22-61

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FORM CD-121
(8-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO :Mr. Forrest L. Cooper, State Highway Engineer
Salem, Oregon

DATE:December 21, 1961

C G Polk

File

FROM :C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT:Oregon Project I-80N-3(27)81
The Dalles-Section
Boat Basin Breakwater

Reference is made to the preliminary plans received December 15, 1961.

It appears that the use of the section shown on Plan Sheet No. 2C would involve construction of a higher type facility than presently exists. We feel our policy concerning readjustment of public utilities, replacement in kind, is applicable to the instant case. Our participation would therefore be necessarily limited to the costs involved in the readjustment or replacement of existing protection excluding any betterments.

[illegible]
Morgan

Hal - Find out what this is and let me know.

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NOTED
L. PORTER

FORM E-30 50M 11-61 40230

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1962

SUBJECT: The Dalles Section
Columbia River Highway
Wasco County

To: Memo to the file

On March 13, 1962, I met with Mr. Vern Tenneson, City Engineer for the city of The Dalles, and discussed with him the pipes and conduits which are to be put in at the City's request. He stated that those shown on the plans which I gave him at that time would satisfy the City.

The pipes in question involved five conduits which the State is to provide and install and three conduits and one pipe which the City will supply and the State will install. These pipes are the same as those recommended to Mr. Porter in previous correspondence.

A. D. Olson
A. D. Olson
Asst. Chief Locating Engineer

ADO:jd

Copy Porter
Lindes
Wright

8

RECEIVED
MAR 14 1962

FOR FILING

I-80N-3(21)

5/10

March 7, 1962

Mayor John J. Howe
City Hall
The Dalles, Oregon

Dear Mayor Howe:

Further reference is made to recent discussions and correspondence relative to things to be done by the State in connection with The Dalles Interstate highway project.

Our plans are rapidly reaching completion and in the very near future a member of the Construction Division will come to The Dalles to go over the plans with your City Engineer and endeavor to resolve any differences to the satisfaction of everyone concerned. It is not known just exactly when bids for this project will be called but it appears it will be some time in May.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:aje

cc Forrest Cooper
F. J. Morgan
D. J. Carson
A. D. Gibson

The Hub of the Pacific Northwest
DALLES CITY
OREGON

OFFICE OF: THE MAYOR
CITY HALL THE DALLES, OREGON

February 22, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention Mr. R. L. Porter

Dear Mr. Cooper:

Subject: THE DALLES BY PASS

This is in reply to your letter of February 21 written by Mr. R. L. Porter, Assistant Highway Engineer, which requested that I relate specifically what I referred to in my letters dated February 6 and February 20 that had been left off The Dalles By Pass Highway plans.

The Dalles By Pass Agreement, Section 3, under "THINGS TO BE DONE BY STATE:" reads as follows:

> 3. State, upon receipt from City of an itemized statement shall reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such utilities which are located within the city limits of said city and which will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities within said city limits are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities located within said city limits to conform to the plans of said project.

Accordingly, we believed the State would furnish and install all culverts required for future City water and sewer line extensions through the By Pass. Our City Attorney, Mr. Charles Phipps, has advised us that this is correct according to his interpretation of the Agreement. Our City Engineer, Mr. Vernon Tenneson, has written several letters to the State Highway Department regarding this matter and has discussed the work with Highway Department officials in Salem and at The Dalles. He understood that the culverts were to be included in the construction plans.

Mr. Tom Edwards, present Assistant State Highway Engineer, and Mr. A. D. Olsen are familiar with the situation.

Since utility lines extensions through the By Pass will be practically impossible without these conduits, it certainly seems that we must insist on their installation during construction of the By Pass. We have always understood that they would be provided for on the construction drawings.

We will appreciate your earliest consideration of this matter.

Thank you.

Very truly yours,

John J. Howe

John J. Howe,
Mayor

JJH:mls

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23 1962
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

Maint
Traffic
Routing

The Dalles

February 21, 1962

Mayor John J. Howe
City Hall
The Dalles, Oregon

Dear Mayor Howe:

Reference is made to your letter of February 6 which was addressed to Mr. Cooper and which had to do with the terms of the agreement between the Dalles City and the State Highway Commission.

We have carefully checked the plans that are being prepared for the proposed Interstate highway project through your city and we are unable to find any conflict with the agreement. Possibly we have overlooked some point and if you would let us know specifically what you have in mind we will review the matter further.

Our plans are now in the final stages and any information you could furnish us, as promptly as possible, will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper

The Hub of the Pacific Northwest
DALLES CITY
OREGON

OFFICE OF: THE MAYOR CITY HALL THE DALLES, OREGON

February 6, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

This letter is written in regard to the State Highway Department's By Pass Agreement with Dalles City.

Information has come to the attention of the Dalles City Council, to the effect that the Highway Department is proceeding with plans for constructing the By Pass without complying with all the terms of the agreement with Dalles City. Specifically we are concerned with the efforts of our City Engineer's office to establish necessary extensions and relocation of City owned water and sewer facilities thru the By Pass Project. Would you please take the necessary steps to investigate this problem, and let us know your findings promptly.

We understand that construction contracts are expected to be let on February 20th, consequently time is of the essence in establishing our agreement rights.

Thank you for your attention to this request, and I will look forward to hearing from you in the very near future.

Very truly yours,

John J. Howe

John J. Howe
Mayor

JJH:jo

RECEIVED
FEB 7 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
R. L. PORTER

FORM B-90 90M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1961

SUBJECT: The Dalles Section
Columbia River Highway
Wasco County

To:

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

On subject section, the City of The Dalles has requested inclusion in the plans of several conduits for future sanitary sewer and future water lines, as listed below:

1. At approximate Station 2285, a 15-inch CMP conduit for future sanitary sewer. (State to provide and install).

2. At approximate Station 2295 an 8-inch iron pipe for a future pressure sewer lines. (City to provide, State to install).

3. At approximate Station 2311, a 15-inch CMP conduit for future sanitary sewer (City to provide, State to install).

4. At approximate Station 2380, two 15-inch CMP conduits for future sanitary sewer and future water (City to provide, State to install).

5. & 6. At approximate Stations 2394 and 2420, two 15-inch CMP conduit at each point for future sanitary sewer and future water (State to provide and install).

Item 1 is for future sanitary sewer line from the property northerly of the freeway to the proposed trunk sewer along the southerly right of way line of the freeway.

Item 2 is to pump future sanitary sewage from a low spot northerly of the freeway to the proposed trunk line.

Item 3 is for future sanitary sewage service for a proposed grain installation northerly of the freeway.

Items 4, 5 and 6 serve the lands northerly of the freeway between the Brewery Grade Interchange and The Dalles Bridge Interchange.

NOTED
R. L. PORTER

This matter has been discussed with the Bureau of Public Roads Area Engineer with negative results inasmuch as no plans for these extensions are in existence.

The approximate cost to the State of providing the pipes at 1, 5 and 6 and installation of all pipes would be $5,500 to $6,000.

It is recommended that these pipes be shown on the plans on the basis of a Bureau of Public Roads non-participating item.

F. D. Morgan
Construction Engineer

ADO:jd:fp

RECEIVED
DEC 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 6 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80N-3 ([illegible]

February 2, 1962

Mr. William G. Dick
Attorney at Law
5th & Washington Streets
The Dalles, Oregon

Re: State v. Port of The Dalles
L-3868 R-30555
The Dalles By-Pass Section
Columbia River Highway

Dear Bill:

In answer to your telephonic inquiry of this date, I have ascertained that in the construction of the Interstate Highway through The Dalles access to the Port's property via Union Street will be kept open until such time as an alternate access is provided as outlined in the plans.

Should you desire any further information concerning the construction of this portion of the highway, please do not hesitate to call upon me.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED
R L PORTER

LIL:dc
cc: R. L. Porter
W. T. Wright

RECEIVED
FEB 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

file

IN REPLY
REFER TO: 420
[illegible]

State Highway Department
State of Oregon
Salem, Oregon

Re: Irrigation Pipe Crossing - The Dalles Section - Columbia River Highway, Wasco County

Young
Morgan

Attention: Mr. Tom Edwards
Construction Engineer

Gentlemen:

We have delayed responding to your September 11, 1961 letter, pending a determination of the location of our discharge line. Based on an agreement recently entered into with Dalles City, Oregon, we no longer intend to utilize the Terminal Avenue Crossing. In lieu thereof, it is now planned to construct our crossing at a location where your proposed new highway will pass over the right of way of the Union Pacific Railway Company. This will obviate the need for a crossing agreement with the Highway Department. However, you may wish to call to the attention of prospective bidders on your work that our work may proceed concurrently with your work at this location.

Incidentally, it will be necessary that we cross the existing right of way for Highway 30. As soon as survey and construction plans are finalized, we will submit a form of crossing agreement for your consideration.

Very truly yours,

R. H. Harris

Acting Regional Director

NOTED
R. L. PORTER

Copy to: Proj. Construction Engineer
The Dalles, Oregon

REFER TO Porter
By Asst. State Hwy. Engr.
2

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JAN 8 1962
OREGON
STATE HIGHWAY COMMISSION

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FORM E-30 SOM 3-61 94307
FOR FILING

I-80N-3(24)

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 18, 1961

SUBJECT: R-30557 - Union Pacific
Railroad Company
The Dalles By-Pass
The Dalles-Big Eddy Section
Columbia River Highway

To: Mr. G. S. Paxson
Deputy State Highway Engineer

Office

As a follow-up of our letter to Mr. Wengert, relative to The Dalles By-Pass, we have prepared a suggested form of agreement to cover the compromise settlement, if the Railroad chooses to so compromise.

I am forwarding to you a draft of such agreement. Please note this is the only copy available. I have had Mr. Wright go over the same and he finds it in order and I am submitting the same to you for your review, or that of anyone you would desire to have review the same. The only addition that I see that needs to be inserted at this time would be under Section VI (a) which would provide in substance for the Railroad to pay the actual cost of construction of the passageway through the Toll Bridge approach as per our construction contract. The Railroad's share would thus be more or less than $40,000, whatever the actual cost turned out to be.

It would be my suggestion we try to have this form of agreement worked out to our satisfaction, as soon as possible, and then transmit the same to the Railroad for study or discussion at a conference to be scheduled as soon as possible. My reason for this is to endeavor to have the entire matter worked out prior to the first of the year when so many of our people may be out of the State attending the Highway Research Board meeting.

G E Rohde
G. E. ROHDE
Assistant Counsel

GER:hg
cc - Mr. W. T. Wright

Enclosure

12-20-61
Draft returned to
Rohde HGP

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DEC 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. Paxson

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1961

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 14, 1961

Mr. D. F. Wengert
General Manager
Northwest District
Union Pacific Railroad Company
828 Pittock Building
Portland, Oregon

Re: R-30557 - Union Pacific
Railroad Company
The Dalles By-Pass
The Dalles-Big Eddy Section
Columbia River Highway

Dear Mr. Wengert:

At our last meeting, reference the acquisition of the rights of way needed for The Dalles By-Pass Section of the Columbia River Highway as described in our letter of August 16, 1961, it is my recollection you indicated that the compensation was not the problem. Your main concern was to provide rail access to the remaining land northerly of the relocated highway and for that purpose you desired passage through the approach to the Toll bridge. You were also concerned as to the deed to be executed, which you desired to be a "deed of gift".

Our subsequent study indicates the Commission would be unable to accept a deed of gift as such, however, we would propose and recommend to the Commission purchase of the rights of way for the sum stated in the previously mentioned letter of offer, and in accordance with the terms thereof, with the following changes:

The State would include in the construction contract, to provide passage through the fill for The Dalles Toll Bridge approach road, a structure of the type and with clearance shown in Drawing #9083A attached hereto. The Union Pacific would pay the State, or the State would withhold from the aforesaid consideration, the actual cost of said construction in accordance with the bid items for said structure or, at Union Pacific election, build the structure at a firm figure of $40,000.

The transaction could be closed by stipulation for judgment after filing of a complaint or by a warranty deed conveying fee title together with the easements specified in our previously mentioned letter of August 16, 1961, and subject to the encumbrances stated therein.

We would be willing that the entire matter be reduced to a contract of purchase wherein it could be spelled out that the consideration, which the State offers, includes both land, damages, and cost of removal of facilities, that the sum is a compromise of a dispute both as to the total amount thereof and the allocation between land value, cost of removal of facilities and damages due to severance. It could further provide that the Railroad claims the latter factors are in excess of the total consideration being recieved, a matter the State does not admit, but agrees, the deed executed in compliance with the contract of sale shall in no way be considered a stipulation or admission by the Railroad as to the costs of relocation or the amount of damages suffered.

It is proposed by the Commission to advertise for bids on the grading contract including structures during the latter part of this month for award in January. We should like to hear from you as to this proposal as soon as possible so that we can close,or lay the ground work for the closing of, this transaction so the construction contract can be met.

Very truly yours,

L. I. LINDAS
Chief Counsel

GER:hg
CC - Randall S. Kester, General Solicitor
Enclosure (3)
Oregon State Highway Department Drawing No. 9083A

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DEC 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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18 1961
FOR FILING
I-80N-3 (27)
11-70

FORM CD-121
(9-11-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 12, 1961

C. G. Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-3(21)81
The Dalles Section (West City Limits to East City Limits)
Columbia River Highway

Reference is made to Mr. Walter Wright's letter dated December 6, 1961 concerning certain existing facilities, appurtenant to the Small Boat Basin, which will need to be moved and reinstalled when highway construction is undertaken in the vicinity.

If it is determined that the facilities in question provided satisfactory service before removal but could not withstand the rigors connected with their being moved, replacement can be made in the normal manner with Federal participation in the costs involved.

Restoration of the Small Boat Basin, on the terms set forth by the District Engineer of the Corps of Engineers, is acceptable to this office.

Wright
Morgan
Young

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STATE HIGHWAY ENGINEER

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

Maint
Traffic
Routing

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 6, 1961

The Dalles-

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 30555 - Port of The Dalles
~~The Dalles-Big Eddy Section~~
Columbia River Highway
Wasco County

Dear Sir:

We attach copies of letters received from the Portland District Corps of Engineers relative to their requirements toward reconstruction of the Small Boat Basin appurtenant to the Port of The Dalles property.

I call your attention particularly to Items 5 and 6 of their letter of November 27 to the State Highway Department, which contain requirements for relocation of certain facilities appurtenant to the Small Boat Basin. It had been our intention to deal with the Port on the basis of a cash payment reflecting the value in place of these appurtenant facilities. The Corps is asking that we remove and replace the gasoline tank and pump and the basin moorage piling.

I can envision that an element of betterment will enter this picture before the work is completed. For example, the bottom may be rotted out of the gasoline storage tank, so that a new tank would have to be reinstalled. Probably, some of the moorage piling will need to be replaced. No ready determination may be made until the work is actually undertaken.

May we have your early response indicating the position of Public Roads in this matter of restoration of the Small Boat Basin on the terms set forth by the District Engineer of the Corps of Engineers.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

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DEC 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Attachments
cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPVL

27 November 1961

Oregon State Highway Department
State Office Building
Salem, Oregon

ATTENTION: L. I. Lindas, General Counsel

In re: Your File 30535
Port of The Dalles

Gentlemen:

With further reference to the conferences held with Port of The Dalles officials, inspection of the basin during low water and freshet stages, and consultation with your personnel, it is desirable that the proposed modifications necessitated to the small boat basin at The Dalles, Oregon, by reason of the Interstate Highway relocation thereat, be summarized and approved to obviate further delays.

It is now understood that your Department is in concurrence that the following principal changes are involved and they will be accomplished by the State as early as practicable, without additional expense to either the Port of The Dalles or this office:

1. The relocation of the State highway at The Dalles will reduce the size of the small boat basin about 2½ acres. As the authorized size of the basin is approximately 400 feet by 800 feet, it will be necessary to extend the basin easterly and dredge the extended portion to a depth of 8 feet below the normal pool level of elevation 72.5.

2. The extension of the basin easterly will place the upper limits of the basin at a location more exposed to wind and wave action which could not be reduced sufficiently by the shear boom type of protection that has served previously, therefore, it is requested that the State of Oregon construct a solid type of breakwater about 1,000 feet long, extending downstream in a generally northwesterly direction from "FK" station 39+00. The crest of the breakwater is to be at elevation 98.0.

3. In order to stabilize the existing breakwater at its westerly channel entrance angle, it is requested that the existing revetment stone be carried up to elevation 74.5 for a distance of 50 feet each side of the angle.

4. The proposed relocated highway and port dock access road will occupy all available parking areas riverward of the railroad yards and as such areas are vital to the operation of the small boat basin, it is requested that unsurfaced parking areas be constructed along both sides of the Port Dock access road, the areas to be located in the vicinity of the most westerly corner of the basin and the proposed boat launching ramp.

5. It is understood from previous conferences that in addition to the above work the State of Oregon proposes to extend existing utilities including a fire hydrant, fire alarm box, 4" fresh water line, one 500 gallon gasoline tank and pump, as well as electric and telephone lines to the basin side of the new road system. Also, that access will be maintained to the basin and floats during the construction period.

6. The State will procure the right of way necessary for the extension of the dredging area and for the construction of the breakwater and will either pull and redrive the basin moorage piling or provide sufficient funds to the Port District for that work.

Although the foregoing constitutes considerable work, nevertheless it is believed the minimum necessary for the protection of the basin, the facilities within the basin, and the original federal and local investments. The mutual approval of the State of Oregon through its Highway Department and the local interests through the Port of The Dalles Commission, as summarized above and in the inclosed drawing, is hereby requested.

Very truly yours,

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

Incl:
Dwg No. CL-189-32

cc: Port of The Dalles Commission
The Dalles, Oregon
Attn: William G. Dick, Esq.

NPPVL

27 November 1961

William O. Dick, Esq.
Attorney, Port of The Dalles
The Dalles, Oregon

Dear Sir:

You have recently requested that we advise you concerning the respective responsibilities of the Corps of Engineers and the Port of The Dalles in regard to the proposed modification of the existing small boat harbor at The Dalles, Oregon.

The Dalles small boat basin was authorized by the River and Harbor Act approved 24 July 1946 (S.D. 89, 79th Congress, 1st Sess.) and provided for a protected basin approximately 400' x 800' in size, with a depth of eight feet below a pool elevation of 72.3 mean sea level. Construction of the project was initiated on 8 March 1949 and completed on 17 October 1949. To date there has been no request by the local interests for any necessary maintenance work.

The assurances provided by the Port of The Dalles prior to authorization and construction of the small boat basin required the local interests to:

(a) furnish free of cost to the United States all lands, easements, and rights of way required for the work, and suitable spoil disposal areas for new work and for subsequent maintenance, when and as required;

(b) provide necessary bulkheads;

(c) agree to construct, maintain, and operate within the basin suitable moorages and public landing with adequate supply facilities, open to all on equal terms.

It is the view of this office that it is the responsibility of the Port Commission to maintain the bulkheads, moorages, and public landing facilities within the basin. It is also our view that it is the responsibility of the Government to maintain the existing breakwater and to perform necessary maintenance dredging of the approach channel and boat basin.

cc: General Counsel, State Highway Department

The Interstate Highway improvement by the Oregon State Highway Department in the vicinity of the small boat basin at The Dalles, Oregon, will involve proceeding through a corner of the basin, constituting an area of approximately 2.3 acres. This, of course, would require modifications to the existing basin in order to provide essentially the same basic facility existing to date.

The State of Oregon, through its Highway Department, has agreed generally to undertake the following principal changes to the existing small boat basin:

(a) Extend the basin easterly and dredge the extended portion to the required depth.

(b) To construct a solid type breakwater about 1,000 feet long, with its crest at elevation 96, in order to more adequately protect the basin from the increased exposure to wind and wave action.

(c) In order to stabilize the existing breakwater at its easterly channel entrance angle, existing revetment stone is to be carried up to elevation 74.3 for a distance of 30 feet each side of the angle.

(d) To provide unsurfaced parking areas to be constructed along both sides of the port dock access road, replacing the available parking area which will be taken up by the relocated highway. The new parking area is to be located in the vicinity of the most easterly corner of the basin and the proposed boat launching ramp.

(e) To extend existing utilities, including a fire hydrant, fire alarm box, 4" fresh water line, one 300-gallon gasoline tank and pump, as well as electric and telephone lines to the basin side of the new road system, access to be maintained to the basin and floats during the construction period.

(f) To procure the rights of way necessary for extension of the dredging area and for construction of the breakwater, and either pull and redrive the basin moorage piling or provide sufficient funds to the Port District for that work.

All of these undertakings will be underwritten by the State of Oregon at no additional cost to either the Port of The Dalles or the Federal Government. In addition, it is mutually agreed that the existing obligations of the Port and Federal Government as cited will embrace the revisions to the existing project.

NPPVL 27 November 1961
William G. Dick, Esq.

It is the view of this office that the contemplated changes are not drastic. They do not involve change in basic location or scope from that authorized by S. D. 89. It is believed that the small boat basin which will result with these necessary changes will be no less than equal in standard to that which now exists.

It is trusted that the foregoing explanation is satisfactory to you and the Port of The Dalles, and that approval will be signified promptly so that the State of Oregon may proceed with the approved plans, a copy of which is inclosed and deemed self-explanatory when reviewed with this letter.

Very truly yours,

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

Incl:
Drwg GL-109-32

cc: General Counsel ✓
State Highway Department
Salem, Oregon

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OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 10 OREGON

MARK O. HATFIELD
GOVERNOR

December 6, 1961

Dr. Paul R. Vogt, President
Port of The Dalles
The Dalles, Oregon

Dear Dr. Vogt:

Thank you for your most recent letter concerning the negotiations by the Port of The Dalles and the Highway Commission.

The reasons for the change in the amount of money to be paid by the State were explained in Mr. Lindas' letter to you. In the second paragraph he states; ". . . we received word from the Army Engineers that they are going to require us to restore the parking area of the small boat basin now administered by the Port of The Dalles. In our offer to you of certain sums of money, an item of $21,265.00 was included that the Port might do this restoration work."

The reason for the Highway Department's change was obviously based upon the fact that the Port would no longer be required to bear this expense, and that it would have to be assumed by the State.

If there are any problems concerning this stipulation I am confident that they could be settled in a very short time if you have your attorney call Mr. Leonard Lindas personally. I have talked to Mr. Lindas and he has assured me of his willingness to cooperate in every way possible.

Sincerely,

Governor

MOH:mp
bc: Mr. L. I. Lindas

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OFFICE OF
STATE HIGHWAY ENGINEER

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November 16, 1961

Governor Mark O. Hatfield
Salem, Oregon

Re: State Highway Condemnation of Port of The Dalles Property

Dear Governor Hatfield:

When we left your office on October 20, following our conference with you, members of the Highway Commission, members of the staff of the Highway Commission and Bureau of Public Roads, we felt that it was agreed that the Highway Commission would advance to the Port of The Dalles, $48,000.00, in lieu of building a certain access structure, with the understanding that if the bid on the proposed access structure was higher than $48,000.00, the difference would be paid to the Port of The Dalles, and if the bid were lower than $48,000.00, the difference would be refunded by the Port of The Dalles to the Highway Commission, and that in addition to the $48,000.00, the State Highway Commission would also pay approximately $73,000.00, which constituted the low appraisal for the remaining part of the property taken and the damages caused by the highway by-pass construction.

After waiting a reasonable time following the meeting in your office, we instructed our attorney to call Mr. Lindas concerning the delay in the payment, and after two such telephone calls we received a letter from Mr. Lindas dated November 13, 1961, a copy of which is herewith enclosed, and a proposed stipulation between the Highway Commission and the Port of The Dalles, a copy of which is also herewith enclosed. It is apparent from the letter and the stipulation that the amount of money which the Highway Commission proposes to pay into court for the benefit of the Port is unjustly reduced $21,265.00, and in order to obtain the reduced sum of money it would be necessary to sign the stipulation, which would require the Port to agree not to make any claim for damages due to the isolation of a portion of the remaining land following the construction of said highway.

We feel that the legal questions should be resolved by the court, if and when it becomes necessary to try the case, and that the members of the Port Commission should not by stipulation give away the rights of the citizens of the Port district simply to induce the Highway Commission to exercise its discretionary authority in paying the funds into court.

I have been advised by our attorney that funds paid into court are disbursed to the parties defendant pursuant to court order and consequently if Wasco County claims any interest in the award the court would consider this at the time of the hearing prior to disbursing the funds.

We still are badly in need of all the funds that can be made available by the Highway Commission to the Port district because it is urgent that we have funds available to acquire other property to rebuild the port facility.

I am also enclosing for your information a copy of the Highway Commission's letter dated July 19, 1961, which at that time offered $138,163.00, and a copy of our reply thereto. Based upon this offer, we felt that the Highway Commission would pay into court $138,163.00, for our use in acquiring new property and constructing new port facilities.

My purpose in writing you is to once again appeal to you to intercede to the extent that you feel appropriate to the end that the Port of The Dalles can obtain as quickly as possible the sum of $138,163.00, without the Port being required through stipulation, or otherwise, to give up its legal rights to just compensation for the property taken by the Highway Commission.

Yours truly,

PORT OF THE DALLES COMMISSION

By____________________
Paul E. Vogt, President

Enclosures

cc - Mr. M. K. McIver
Commissioner
Oregon State Highway Commission
Commerce Investment Inc.
Commerce Building
Portland, Oregon

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OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 6 1961
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November 22, 1961

Mr. Vernon B. Tenneson
City Engineer
City Hall
The Dalles, Oregon

Dear Mr. Tenneson:

In reply to your letter of October 13, regarding your proposal to widen West Sixth Street, I am attaching a sketch map of this area showing our Traffic Division's evaluation of traffic on West Sixth Street. Traffic in 1961 is shown in black. Traffic expected in 1963, assuming the freeway will be open to traffic and Terminal Avenue closed, is indicated in red. The 1980 traffic forecast is shown in green.

As indicated by the traffic figures, the maximum traffic on West Sixth Street from the Webber Street Interchange to the diagonal connection into Third Street is 5,200 with the opening of the freeway. The existing two-lane facility should adequately handle this traffic.

West Sixth Street should undoubtedly be widened for four lanes prior to 1980 and if it is desired to do some improvement on this street in the near future it would be our recommendation that, in view of the present 60-foot right of way, consideration be given to constructing a 44-foot curbed roadway and prohibit parking at some future date when traffic increases enough to warrant four lanes. While it would be desirable to construct a roadway of 62-foot width to permit parking with four lanes of traffic, this would require the acquisition of right of way and would be a matter to be decided by the City of The Dalles.

Since West Sixth Street is not on any state highway system, there is no fund from which the State Highway Department might contribute to such a project.

Very truly yours,

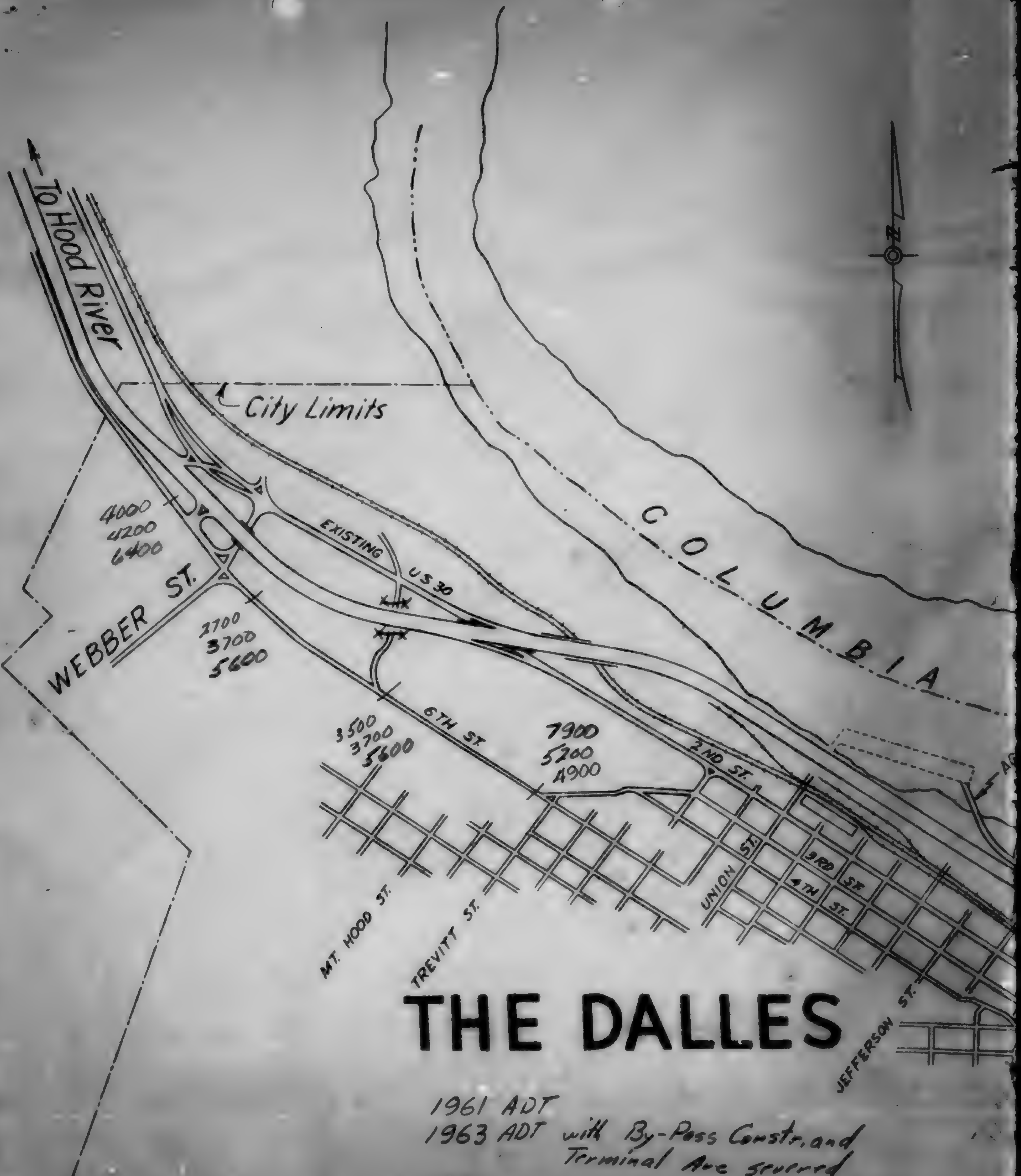
W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

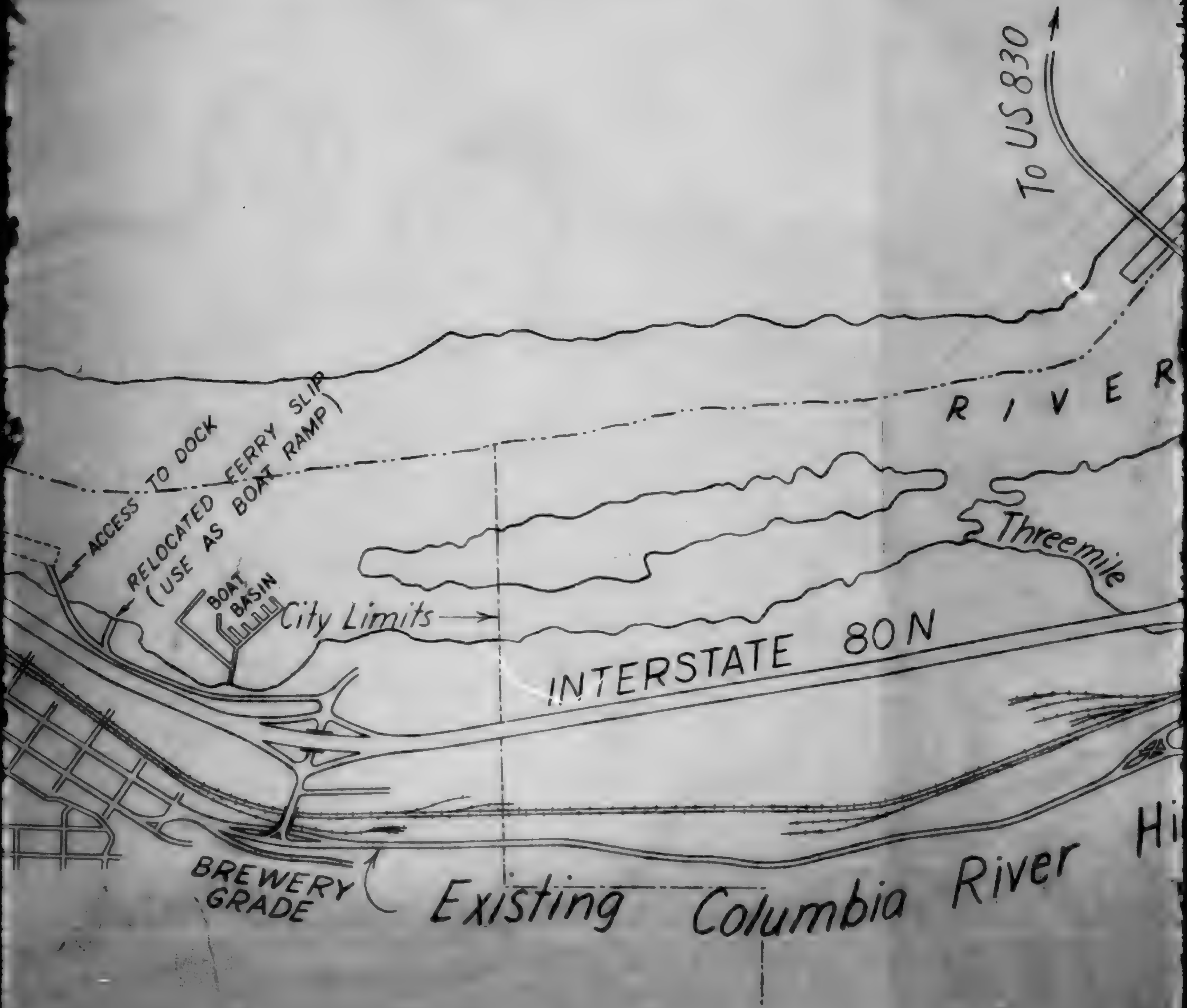
Attach.
cc Mr. W. C. Williams
Mr. Forrest Cooper

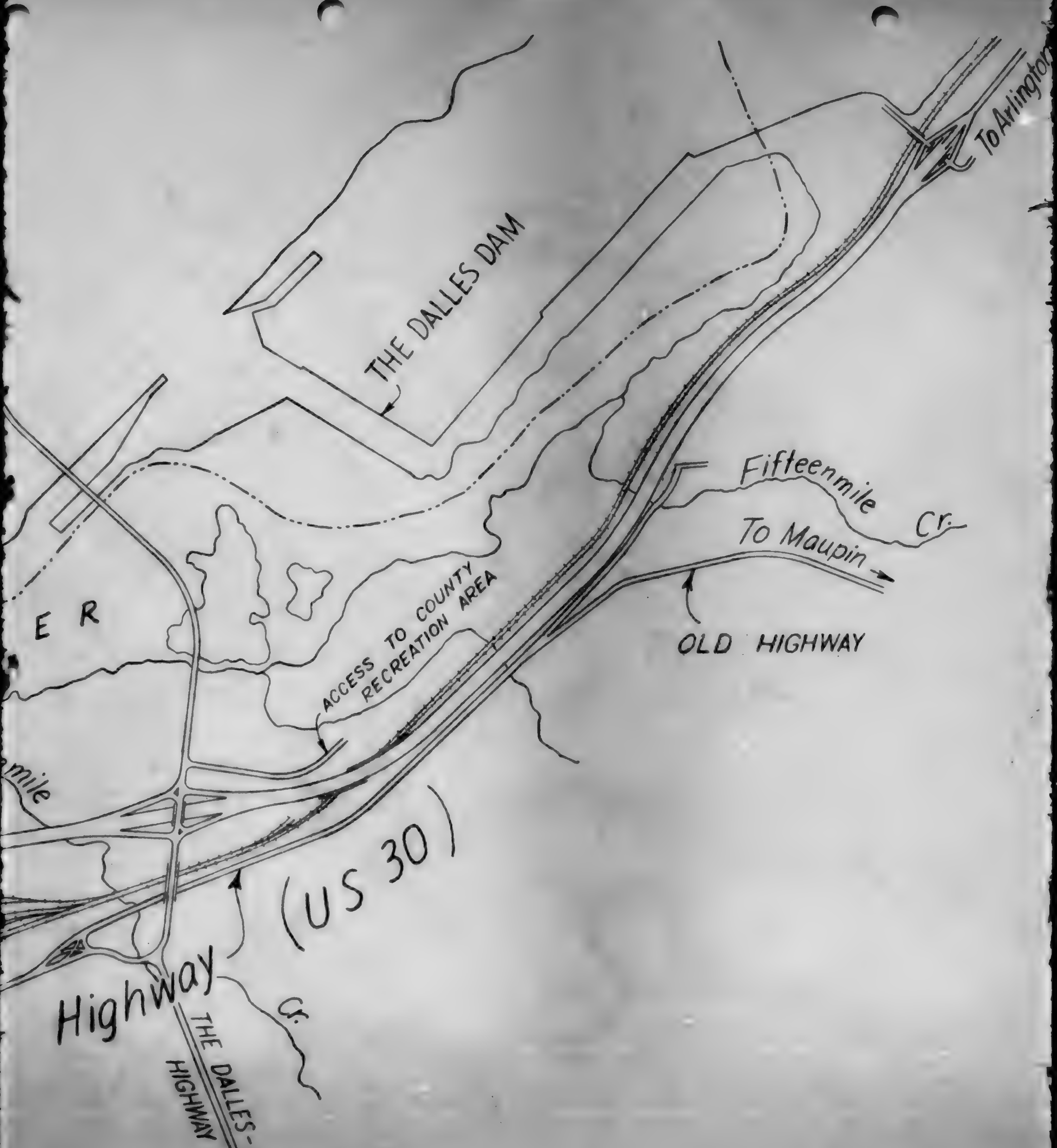
Mr. Tom Edwards
DJB:fp:jd ms

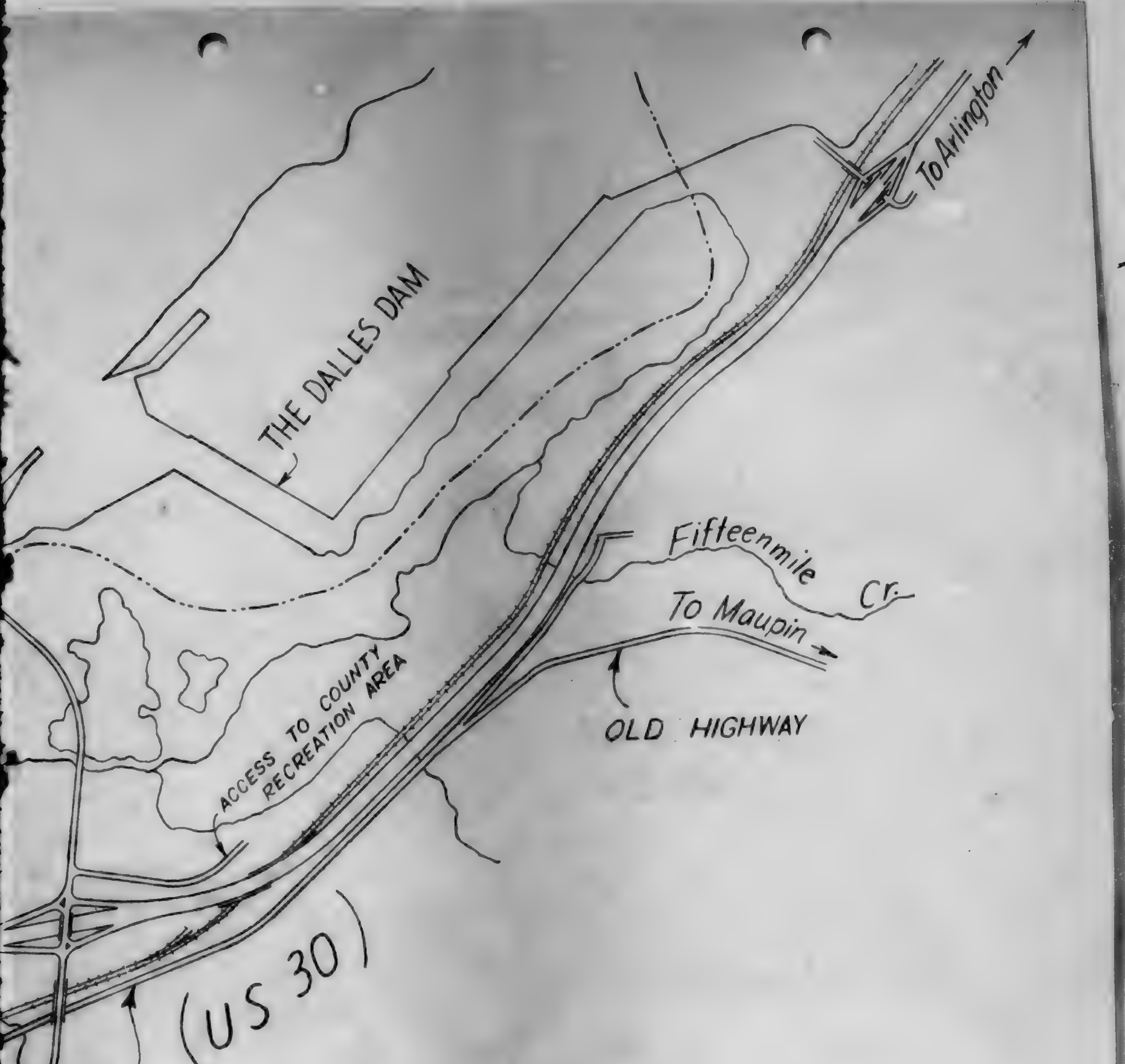


THE DALLES

1961 ADT
1963 ADT with By-Pass Constr. and Terminal Ave severed
1980 ADT
11-7-61


To US 830
RIVER
ACCESS TO DOCK
RELOCATED FERRY SLIP
(USE AS BOAT RAMP)
BOAT BASIN
City Limits
Threemile
INTERSTATE 80N
BREWERY GRADE
Existing Columbia River Hi


THE DALLES DAM
To Arlington
Fifteenmile Cr.
To Maupin
OLD HIGHWAY
ACCESS TO COUNTY RECREATION AREA
E R
mile
(US 30)
Highway
Cr.
THE DALLES-CAL. HIGHWAY


THE DALLES DAM
To Arlington →
Fifteenmile Cr.
To Maupin →
OLD HIGHWAY
ACCESS TO COUNTY RECREATION AREA
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THE DALLES-CAL. HIGHWAY

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November 17, 1961

Mr. Vernon B. Tenneson
City Engineer
The Dalles City Hall
The Dalles, Oregon

Dear Mr. Tenneson:

Reference is made to your letter of November 15 indicating a desire to talk with Mr. Edwards and me pertaining to proposed pipe conduits across Interstate 80N (The Dalles Bypass) and traffic problems in the westerly environs of The Dalles.

I find that there is a conflict for some time between Mr. Edwards' schedule and mine. However, Mr. Edwards has reserved Tuesday, November 28 to confer with you on these problems. I am sure my presence is in no way necessary, although I would be most happy to meet with you could I be here.

If this arrangement is satisfactory, please advise Mr. Tom Edwards, Construction Engineer, same address, indicating a time convenient for you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr Tom Edwards

OFFICE OF: City Engineer

CITY HALL THE DALLES, OREGON

November 15, 1961

Ans Nov 28

Mr. Victor D. Wolfe
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

Thank you for your recent letter regarding The Dalles By-Pass culverts. I am disappointed that you could not come to The Dalles to discuss the work.

If it would help any I could come down November 24 and talk with you. I also would like to see Mr. Edwards again about West Sixth Street. Your recent traffic count certainly shows that West Sixth Street will need some attention; along with the By-Pass.

Please let me know if I could meet with you on November 24 at a time convenient to you.

Thank you.

Very truly yours,

Vernon B. Tenneson

Vernon B. Tenneson,
City Engineer

VBT:mls

cc: C. Dean Smith, City Manager

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NOV 17 1961
OREGON
STATE HIGHWAY COMMISSION

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OFFICE OF
STATE HIGHWAY ENGINEER

October 31, 1961

Mr. Vernon B. Tenneson
City Engineer
City Hall
The Dalles, Oregon

Dear Mr. Tenneson:

Reference is made to your letter of October 13, addressed to Mr. W. C. Williams, State Highway Engineer, in which you pose several questions pertaining to traffic problems in the westerly environs of The Dalles.

Your letter has been referred to our Construction Division for analysis. I will advise you fully when the analysis has been completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

The Hub of the Pacific Northwest
DALLES CITY
OREGON

OFFICE OF: City Engineer

CITY HALL THE DALLES, OREGON

October 13, 1961

REFERRED TO Cooper

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I was in Salem yesterday and met with Mr. Cox and members of the City-County Relations Department and also with Mr. Barbee. We discussed Dalles Citys' proposal to widen and improve West Sixth Street from Trevitt Street westerly to the South Frontage Road. Since the traffic pattern in West The Dalles will be changed due to construction of the By-Pass Highway, I am wondering if there is a fund available that could be used to help finance the required widening.

As your 1956 study shows, we do not have adquate right-of-way for proper street width. The traffic count that I saw in Mr. Cox office shows quite an increase. It is even above the forecast for 1975. After the by-pass is constructed traffic on West Sixth Street will undoubtedly increase considerably.

They all agreed that traffic will increase and that the street should be widened. They could not, however, offer any hope of obtaining federal or state highway financial aid. We did have a good general discussion. I certainly appreciate the consideration and suggestions offered.

We agreed that considerable study should be made before a curb to curb width is decided. Each year we are removing curbs and setting them back to widen at least one street, usually more. We don't want this to happen on West Sixth Street. We have sufficient right-of-way for 44 feet of pavement. Your 1956 report suggests 56 feet. Some one else suggested 62 feet. Would you please write to me with a recommendation of width and any other pertinent data you may have. We would also appreciate receiving the report on the traffic count that you took out there this summer. We would then have recent information to base a discussion with the City Council.

Thank you.

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STATE [illegible]

Very truly yours,

Vernon B. Tenneson

Vernon B. Tenneson, City Engineer

VBT:mls

RECEIVED
OCT 18 1961
OREGON
STATE HIGHWAY COMMISSION

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OCT 23 1961
FOR FILING

9

Mr. Paxson

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 13, 1961

U. S. Army Engineer District
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention Mr. R. E. Wilcox
Deputy District Engineer

Our File No. 30555
Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Your File 36-NPPRM-NPP 283/17

Dear Mr. Wilcox:

In response to your letter of September 19 relating to the reconstitution of the Small Boat Basin at The Dalles, Oregon, I forward our proposed plan of reconstruction. I believe this plan conforms substantially to that proposed by your office through Mr. Roberts.

Our current plans would call for bids on The Dalles Project in January, 1962.

We ask that you consider the proposal depicted on our Sheets 2c, 6, 7, and 7a of the preliminary construction plan and advise us as soon as convenient if this plan is acceptable to your office.

I attach, for your use, five sets of these plan sheets and request that one be returned with your response indicating the suitability of our proposal, or depicting changes which you would feel to be necessary.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mw
Attachments
cc Mr. G. S. Paxson ✓
Mr. Tom Edwards
Mr. L. I. Lindas

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OCT 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-30X 50M 7-60

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1961

SUBJECT: File No. 30555
Port of The Dalles
The Dalles-Big Eddy
Section
Columbia River Highway
Wasco County

To: Mr. R. L. Porter
Office Engineer
Office

Attention Mr. Frank Hall
Chief Designer

We are attempting to complete filings on all outstanding right of way transactions on The Dalles Bypass.

Concerning the Port of The Dalles property, we have vacillated pro and con in the past on whether or not we should construct the timber trestle access structure connecting the easterly end of the Port dock. We have today determined that it is to our advantage to show the construction of that structure as part of our final plan, and we request that this be done.

Relative to the reconstruction of the Small Boat Basin upon the Port property, would you please forward to us, for approval of the Corps of Engineers, the plan sheets which set forth typical sections and construction details for the scheme of restitution which has been decided by the Construction Division within the past ten days.

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sg

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. George E. Rohde

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OCT [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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OCT 4 1961
FOR · FILING

October 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: The Dalles-Big Eddy Section

Dear Sir:

I attach hereto a copy of a proposed agreement between the State and the Union Pacific Railroad Company covering encroachments between the The Dalles Toll Bridge Road and Big Eddy and including the overcrossing of their tracks within this section. It is asked that you examine this agreement and advise as to your preliminary approval.

This is one of the copies that must go to the Highway Commission for signature, and I would ask that it be returned as soon as practicable so that it can be acted upon by the Commission at its meeting on October 20. I will not have returned from Denver by that date, and I am asking you to return it directly to Mr. Glen Sorenson of the Legal Division.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams
Mr. Glen Sorenson

Mr. [illegible] P

RECEIVED
AUG 29 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 28, 1961

Colonel Sterling K. Eisiminger
District Engineer
U. S. Army Engineer District
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Our File No. 30555
Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Your File 36-NPPRM-NPP 285/17

Dear Sir:

Following our original proposal for restitution of the Small Boat Basin at The Dalles, Mr. Arthur Roberts of your office submitted a counterproposal for our consideration. Our designers have estimated the costs of this proposal and have found them to exceed our estimates of cost of simple restoration rather materially.

It appears that this new proposal embraces a substantial betterment. Considering the present use of the Small Boat facility, we have some reservations as to expenditure of public funds for betterment of the facility. We developed the opinion, in talking with Mr. Roberts, that it might not be necessary to move the breakwater and sheer boom into the river so as to enclose an area equal to that now inside these protective facilities.

In consequence, we forward another proposal and ask that it be considered by you. Our estimates would indicate that this plan, which involves only additional dredging, would reflect a saving in public funds of some $73,000 as compared to the proposal submitted by your office.

NOTED

Our records would indicate that the existing sheer boom is constructed upon land owned by the Union Pacific Railroad Company. We are hopeful that this means that your files contain some authorization for construction of the Small Boat Basin facility upon a portion of the railroad ownership, or that you have title information showing a different vesting. We would appreciate any advice on that score that you might be able to give us.

This project has progressed to a point where we hope soon to be in a position to call for bids. We ask that your decision on this current proposal for restitution of the Small Boat Basin be forwarded to us at your earliest convenience.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg
Enclosures
Three copies of Plan and Estimate

cc Mr. G. S. Paxson
Mr. Tom Edwards
Mr. L. I. Lindas

RECEIVED
AUG 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1961
FOR FILING

Mr. [illegible]

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 28, 1961

District Engineer
U. S. Army Engineer District
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Our File No. 30555
Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Your File 36-NPPRM-NPP 285/17

Dear Sir:

This letter will call to your attention my letter of May 25, 1961, relating to restitution of the Small Boat Basin at The Dalles.

Our plans are in final form apart from a firm determination of the handling desired by your office and approval by you of our plan for restitution of the Small Boat Basin. Current programming contemplates a call for bids on the highway construction project about September, 1961.

We shall be appreciative of an early response which will set forth your desires in this matter.

Very truly yours,

NOTED

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:ag

cc Mr. G. S. Paxson ✓
Mr. Tom Edwards
Mr. L. I. Lindas

R[illegible]D
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1961
[illegible]

Mr. Paxson

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 25, 1961

District Engineer
U. S. Army Engineer District
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Our File No. 30555
Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Your File 36-NPPRM-NPP 285/17

Dear Sir:

This letter will refer further to our correspondence in recent months relative to the Small Boat Basin at The Dalles.

We enclose, for your consideration, two copies of a proposed plan of reconstruction of the Small Boat Basin facility. We hope that you will examine this plan for adequacy of design and forward to us, at your convenience, the necessary authority to proceed with this construction, or forward a statement setting forth any necessary design changes or revisions of the plan.

I am advised that we are prepared to proceed with this work as a portion of our highway construction plan or to agree upon an arrangement which would permit your office to call for bids and to supervise the construction at our expense, should the latter course of action seem more desirable to you.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

NOTED

WTW:zg
Enclosures

cc Mr. G. S. Paxson ✓
Mr. Tom Edwards
Mr. L. I. Lindas

RECEIVED
MAY 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 8, 1961

District Engineer
U. S. Army Engineer District,
Portland
628 Pittock Block
Portland 5, Oregon

Attention Mr. Merle E. Lietzke
Chief, Real Estate Division

Re: File No. 30555
Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Your File 37-NPPRM
NPP 285/17 - The Dalles Dam

Dear Sir:

This will supplement Mr. Moehring's letter of February 9, 1961, pertaining to this file, and will amplify our request for information.

We are in the process of a negotiation with the Port of The Dalles which involves a taking for highway purposes of Port properties lying between the railroad and the port dock.

Among other Port facilities affected is the small boat basin. By letter dated January 5, 1961, Colonel Winegar has notified Mr. Glenn Paxson that it is an obligation of the Corps to construct and maintain this small boat basin.

Our negotiation with the Port Commission is proving fruitless, and we are unable to determine from them what their future plans might be. At the present time, our suggested handling of the small boat basin is to compensate the Port Commission for the dock and moorage facilities and to restore the sheer boom and breakwater which we believe to belong to the Corps. No plan has yet been drawn to indicate the proposed reconstruction of sheer boom and breakwater or the mode of providing access to that area.

NOTED
G. S. PAXSON

District Engineer
Page 2
March 8, 1961

Before proceeding further, we should like to be informed as to the handling desired by the District Office. We are prepared to make restitution by reconstruction or to provide financial compensation for the damage done to these facilities. In the event it should be your desire to accept reimbursement, we should like your advice as to determination of the proper compensation.

I feel that this matter probably is interrelated with the future plans of The Dalles Port Commission, but they are completely uncommunicative with us in anticipation of a probable condemnation. Perhaps, you can help us break the communication barrier.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. G. S. Paxson ✓

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OFFICE OF
STATE [illegible] ENGINEER

Mr. G S Paxson

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COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 9, 1961

District Engineer
U. S. Army Engineer District,
Portland
628 Pittock Block
Portland 5, Oregon

Re: Contract for Maintenance and Repair
of Sheer boom and Breakwater
File No. 30555 - Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Dear Sir:

It is my understanding that you have a contract with the Port of The Dalles Commission for the maintenance and repair of the sheer boom and breakwater in the Port Commission property in The Dalles. I would appreciate receiving a copy of your contract with the Commission.

Our construction in the area affects the small boat basin, and we are desirous of knowing just what the Port Commission's obligations are in respect to the maintenance of the facilities in the water.

Very truly yours,

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
cc: Mr. G. S. Paxson
Mr. L. I. Lindas

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7 1961
LEGAL DEPT.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 6, 1961

SUBJECT: File No. 30555-Port of The Dalles
The Dalles Big Eddy Section
Columbia River Highway
Wasco County

To:
Mr. Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

During the meeting with the Port of The Dalles Commission they advised me that they had the Contract with the Corp of Engineers for the Maintenance and repair of the sheerboom and breakwater. The next day I contacted their Legal Counsel, Mr. Edward Dick, to try and obtain a copy of this, but he advised he did not have one, so perhaps it can be obtained through the Corpof Engineers Office.

The Port Commission advised that The Dalles Yacht Club did not have a lease on the moorage facilities and would therefor, not have any interest against the money necessary for the re-establishment of moorage facilities.

I tried to contact Wasco County Judge, James Hunt to ascertain if the Port Commission did have a Permit for launching of small boats from the Ferry Slip, but he was out of town until the following week, so I shall contact him this week to obtain this information.

HAROLD G. BRAINERD
Right of Way Supervisor

HGB:bh

NOTED
W. T. WRIGHT

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FEB 7 1961
RIGHT OF WAY

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SEP 29 1961
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Form E-340 Rev.—5M—6-57

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THE DALLES BR.

6140

9-26-61

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

File. The Dalles By-pass

Estimate Sheet

Bridge name APPROACH O-XING OF UPRR County WASCO Bridge No.

Section and station The Dalles Highway

Estimate made by D.O.C. Date 9-26-61 Checked by Date

Description Rigid Frame 17'-0" face to face of walls 27' high.

(Est. for structure carrying The Dalles Bridge Road over proposed U.P. railroad spur.)

Estimate From (Strike out the ones which do not apply) No plans ✗ Sketch Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	 Rate	 Amount	
Shoring, cribbing, etc.	lump sum				
Excavation	cu. yds.	84	$5	$420	
Excavation below elevation shown	cu. yds.				
.... piling	lin. ft.				
.... piling	No.				
.... piling	lin. ft.				
.... piling	No.				
Class A concrete	cu. yds.	149	$60	8,940	
.... concrete	cu. yds.				
Metal reinforcement	lbs.	30,950	$0.13	4,024	
.... Lumber	M. B. M.				
Structural .... Steel	lbs.				
Structural .... Steel	lbs.				
Handrail	lin. ft.	37	$6	222	
Riprap	cu. yds.				
Removal of old bridge	lump sum				
Maintenance of traffic	lump sum				
Ret. Wall	lin ft	183	$85	15,555	
Pipe	lin ft	150	$10	1,500	
Gen. Excav.	Cu yds	5,360	$1.50	8,040	— not on orig. estimate
Subtotal				38,701	
Plus ~~10~~ 18 per cent for contingencies & Engr.				6,999	
~~Total construction cost~~					
~~Plus 10 per cent for engineering~~					
Total cost				$45,700	

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Debow OK as built.

NOTED
G. S. PAXSON

Maint
Traffic
Contitiing

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Bridge Division

The Dalles Section

Estimate Sheet

THE DALLES BR

Bridge name APPROACH O-XING OF UPRR County Wasco Bridge No.

Section and station Highway

Estimate made by DOC Date 8-26-61 Checked by Date

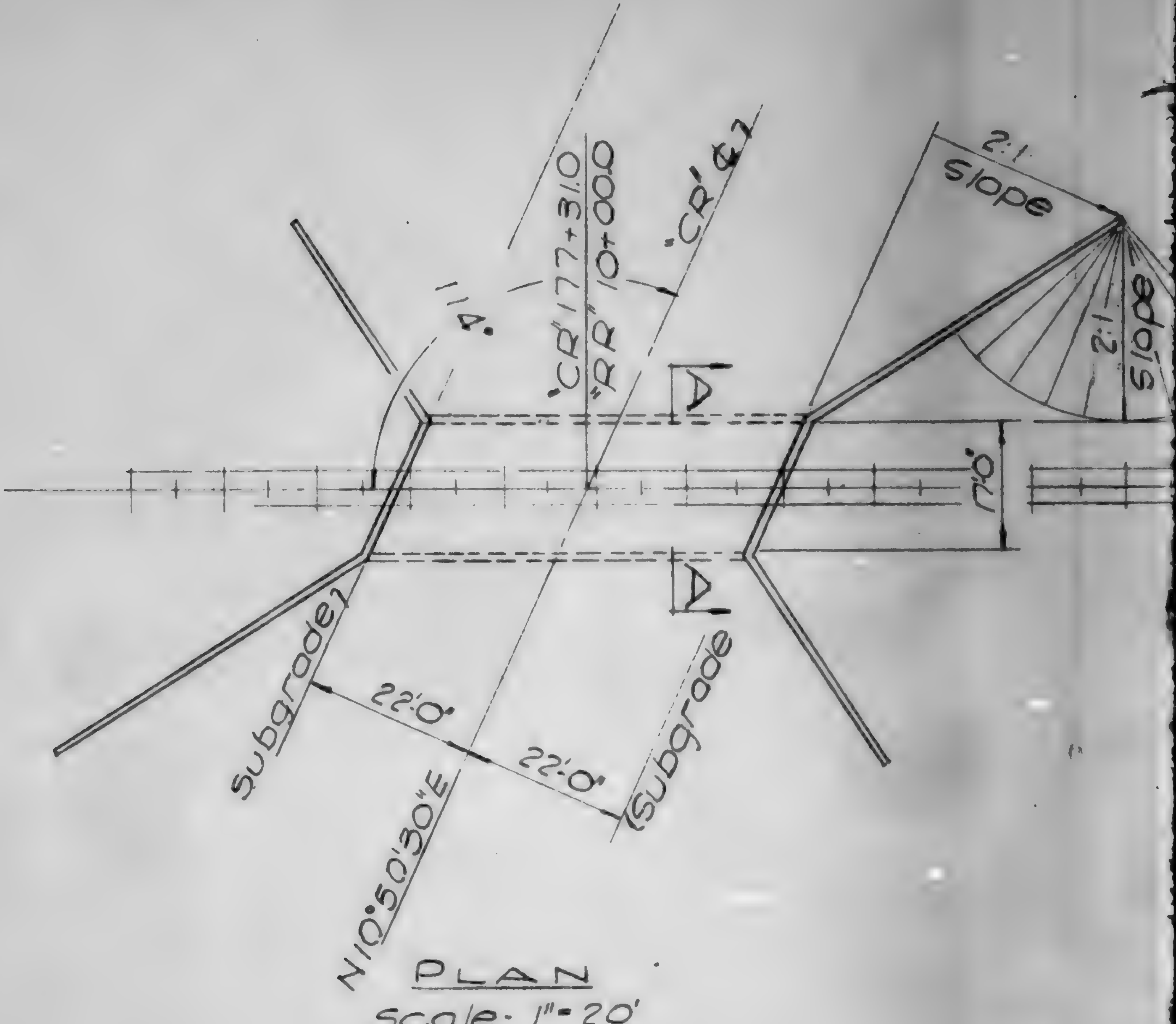
Description Rigid frame 17' face to face of walls

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

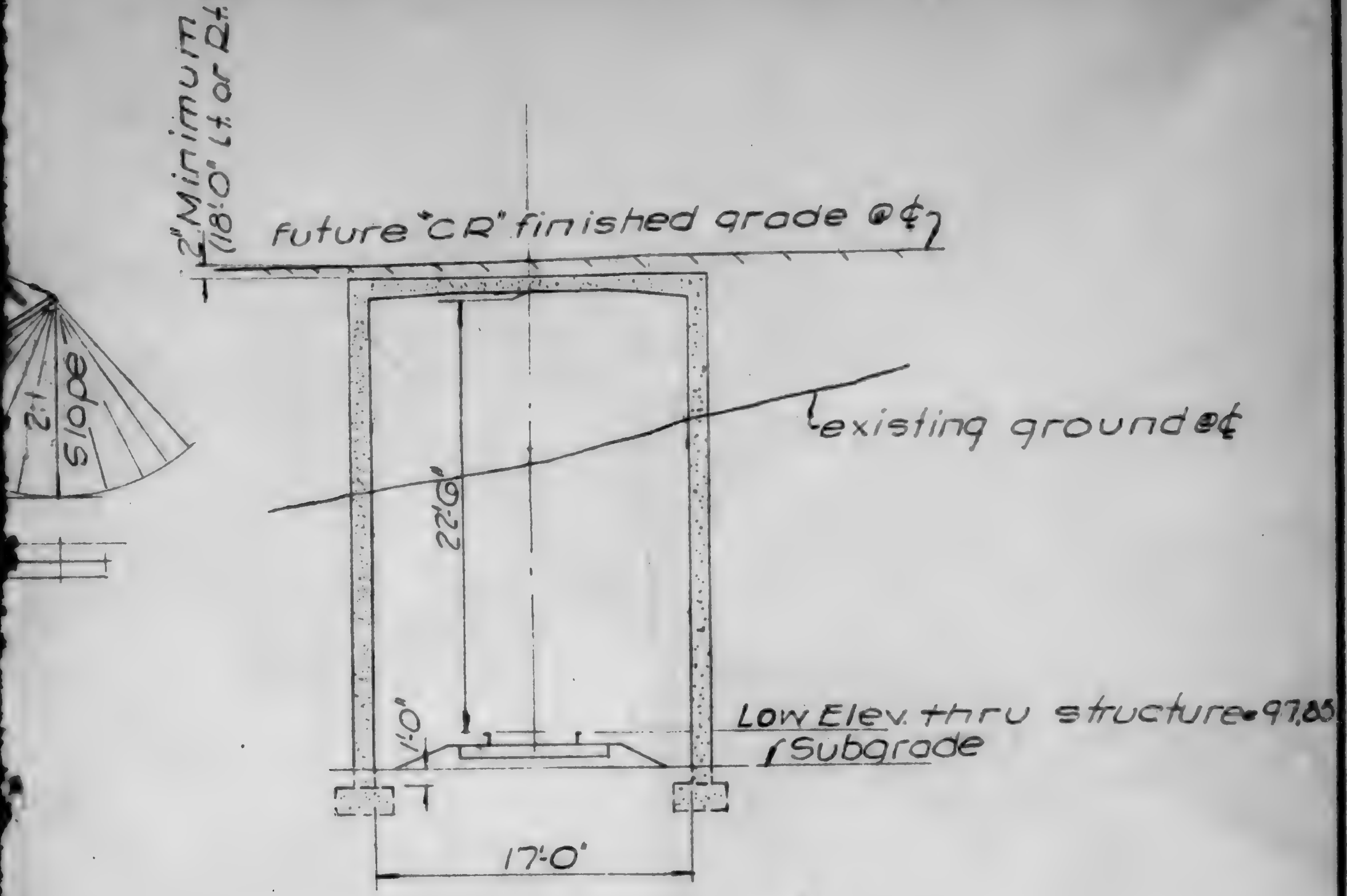
Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount	
Shoring, cribbing, etc.	lump sum				
Excavation	cu. yds.	84	$5	$420	
Excavation below elevation shown	cu. yds.				
piling	lin. ft.				
piling	No.				
piling	lin. ft.				
piling	No.				
Class A concrete	cu. yds.	149	$60	8940	
concrete	cu. yds.				
Metal reinforcement	lbs.	30950	$.13	4024	
Lumber	M. B. M.				
Structural Steel	lbs.				
Structural Steel	lbs.				
Handrail	lin. ft.	37	$6	222	
Riprap	cu. yds.				
Removal of old bridge	lump sum				
Maintenance of traffic	lump sum				
Ret. Wall	lin. ft	185	$35	15555	
Drain Pipe	lin ft	150	$10	1500	
Gen Excav	Cu Yds	5960	$1.50	8940	30661
Subtotal				$39701	30661
Plus ~~10~~ 15 per cent for contingencies & Engr				5499	5539
~~Total construction cost~~					
~~Plus 10 per cent for engineering~~					
Total cost				$45200	36,200

State Printing



PLAN
Scale- 1"=20'



SECTION "A-A"

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

THE DALLES BRIDGE APPROACH
O'XING UPRR

APPROVED: BRIDGE ENGINEER	DATE 10 24 61 BRIDGE NO. 9083 DESIGNED DRAWN RBF DRAWING NO. 9083A

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SEP 11 1961
FOR FILING

September 11, 1961

2139

Mr. Vernon B. Tenneson
City Engineer
City Hall
The Dalles, Oregon

Dear Sir:

This is in reply to your letter of August 18 re your proposed extension of Walnut Street to a junction with our revised frontage road at the west city limits of The Dalles.

A connection will be shown on our plans and will be constructed if the street is in existence at the time of construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

ADO:jk fn

PLEASE RETURN TO
FORREST COOPER

OFFICE OF: City Engineer

CITY HALL THE DALLES, OREGON

August 18, 1961

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I have been instructed to write to you to request that an intersection at the junction of South Frontage Road with Walnut Street be included in the plans for construction of The Dalles By Pass Highway.

This street has been recently dedicated from Pak Avenue to South Frontage Road, 60 feet in width. We believe that it will be a much used link from Chenowith Road and will help the traffic pattern in that area.

I have enclosed a vicinity map of the area for your information.

Thank you.

Very truly yours,

Vernon B. Tenneson,
City Engineer

VBT:mls

Enclosure

cc: C. Dean Smith,
City Manager

Edw

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AUG 2 3 1961
OREGON
STATE HIGHWAY COMMISSION

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AUG 2 [illegible] 1961
[illegible]
STATE [illegible] ENGINEER

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[illegible] 8 1961
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OFFICE OF: City Engineer

CITY HALL THE DALLES, OREGON

September 7, 1961

REFERRED
Cooper

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Thank you for the preliminary copy of The Dalles By-Pass Highway plans. The following is a tabulation of culvert installation which is required to provide future construction of sewer and water mains across the highway without cutting the pavement:

NO.	SHEET NO.	LINE	APPROXIMATE STATION	LINES REQUIRED & COMMENTS
1.	3	A	2262 + 13	Culvert should be extended as it serves the area for storm drainage. It is now marked to be abandoned.
2.	3	Fr. Rd.	1 + 00	When Chenowith area is built up and streets paved this culvert will drain quite an area. Suggest consideration of a larger (36") culvert.
3.	4	L	2285 + 70	42"culvert for future sanitary sewer, water line and gas line.
4.	4	L	2286 + 00	12" storm drains to serve area.
5.	4	L,E,F	2293 + 00	6" cast iron (Future sanitary sewer)
6.	5	L	2311 + 50	15" culvert for water pipe " " " " "
7.	6	L	2337 + 30	Add 15" culvert to provide for sanitary sewer.
8.	6	L	2349 + 00	Suggest 2 - 15" culverts for future water and sanitary sewer, etc.
9.	7	L	2380 + 00	"
10.	7	L	2393 + 00	"
11.	7	L	2406 + 00	"

Edw

NO.	SHEET NO.	LINE	APPROXIMATE STATION	LINES REQUIRED & COMMENTS
12.	7	L	2420 + 00	Suggest 2 - 15" culverts for future water and sanitary sewer, etc.
13.	7	L	2433 + 00	"
14.	8	L	2352 + 00 -2365 + 00	This open ditch could flood the area if a heavy rain or cloud burst would occur up Dry Hollow during high water. Suggest relief culvert to river or substitute pressure pipe.

I assume that we may construct any necessary future water and sewer lines in the area of the overhead structures.

Very truly yours,

Vernon B. Tenneson,
City Engineer

VBT:mls

cc: Mr. T. W. Litchfield, Utilities Liaison Engineer
Oregon State Highway Department

C. Dean Smith, Dalles City Manager

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8 1961
OREGON
STATE HIGHWAY COMMISSION

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
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WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

I 64-3[illegible]

August 16, 1961

NOTED
W. C. WILLIAMS

Randall B. Kester
General Counsel
727 Pittock Block
Portland 5, Oregon

Re: R-30557
The Dalles-By Pass Section
The Dalles-Big Eddy Section
Columbia River Highway

COPY

Dear Randall:

I have spent many hours thinking about our negotiations with you and your clients, the Union Pacific Railroad, for the acquisition of right of way for the new interstate highway in The Dalles.

I told you at the last meeting that I would explore the possibilities of connecting the easterly boundary of the railroad's property, lying northerly of the dike, by a service road with the existing toll bridge road, and also a right of way for a spur to reach your easterly boundary from the toll bridge road. As you know, we have a sufficient right of way of our own to allow the spur to run from your mainline tracks to the toll bridge road.

The owners of the intervening land lying between the toll bridge road and your easterly boundary, northerly of the dike, do not wish to deal with us respecting a right of way for your use, since they insist and have insisted all along that they would rather negotiate with you personally for it. I have reviewed our statute relative to securing substitute land for the railroad and I can't see that we would have the authority to acquire this land under the circumstances as they now exist.

As I have stated before, I have spent many long hours studying this matter and it looks like we have reached an impasse, because moneywise we are much too far apart to ever be able to resolve this problem without resort to the courts. While I hesitate to do this, I feel that we have no other alternative, under the circumstances, and I am enclosing herewith our official letter of offer.

I would, of course, appreciate it if you and your people could take another look at this and if you have some compromise offer that would be somewhere within the area of our official offer, I would be more than happy to discuss the matter with you. It appears, however, in view of our many discussions, and in view of the situation that now exists, that we are just too far apart in our thinking to be able to resolve this without litigation.

With kind regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
Enc.
cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Walter Wright

RECEIVED
AUG 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 80M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 6 1961

NOTED
W. C. WILLIAMS

RECEIVED

July 3, 1961

Mr. G. Dean Smith
City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

Reply is made to your letter of June 23, 1961 concerning traffic counts on West Sixth Street in the city of The Dalles.

After my meeting with you on Monday, June 19th, I discussed this situation with our Traffic Engineering Department. They have traffic statistics on this street taken in 1957 and will take an additional count this coming month. However, I must again point out that West Sixth Street is not a part of the highway system and the counts taken will only be informative. You will recall that the ramp at Weber Street, about which you are concerned, was included in the plans for The Dalles Bypass after very strenuous representations by the City of The Dalles for the purpose of properly serving the industrial area and not as the major entry into The Dalles.

I did, as promised, inspect Second and Third Streets throughout their length. I find places in need of minor repair, some obviously due to need of repair of street openings to care for or place underground utilities. In other places I find some grooving and some need for minor repair of the surface. I do not find the situation with respect to curb exposure or crowning to be any more critical or even as bad as that faced in many other places. I can find no reason to institute major repair. The responsibility for maintenance of these streets now rests with the Highway Commission. In view of many more pressing needs and competition for available funds, I cannot in good conscience recommend major repair on these streets at this time.

WCW

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards
Construction Engineer

cc Forrest Cooper ✓
Dean Swift

TE:jw

The Hub of the Pacific Northwest
DALLES CITY
OREGON

OFFICE OF: CITY MANAGER CITY HALL THE DALLES, OREGON

June 23, 1961

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Tom Edwards, Construction Engineer

Dear Mr. Edwards:

This letter is written as a result of your meeting with Mayor John J. Howe and myself on June 19, 1961. You will recall at that time, our request to the Highway Department for State aid in handling the severe increase in traffic that we anticipate will be placed on West 6th Street by the construction of the Highway Bypass.

At the Council Meeting held subsequent to our discussion, the Council moved to request that I write to your Department in reference to this subject. Due to a disagreement in anticipated traffic flow on West 6th Street, Dalles City hereby respectfully requests that the Highway Department initiate traffic counts on this street immediately. It would be our suggestion that a counter be placed on West 6th Street East of the intersection with Chenowith Road, and another counter be placed between Chenowith Road and Terminal Avenue, and a third counter be placed between Webber Road and Terminal Avenue.

I hope that the above-request meets with your approval, and that it can be performed in the near future.

It is assumed that you recall our discussion of possible improvements to 2nd and 3rd Streets, downtown, The Dalles. I will be looking forward to hearing your comments on the conditions of these streets and possible permanent improvements that could be made. Thank you again for your interest in our problems here in the mutual area of State Highway-City Streets.

Very truly yours,

C. Dean Smith

C. Dean Smith
City Manager

CS:rad

CONSTRUCTION DIVISION
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JUN 26 1961
NOTED- ☐ ☐ ☐ ☐ ☐
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JUL 18 1961
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6/15

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1961

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

SUBJECT: Pux 405 - Brewery O-Xing
(The Dalles)
OWRR & N Co., UPRR Co.
Wasco County
Docket No. SXF-164

Herewith I hand you copy of Order No. 37885 issued by the Public Utility Commissioner, under date of June 23, 1961, relative to the above-titled matter. The order appears to be in accordance with the Highway Commission's petition and the testimony presented at the hearing.

By their answer the railroads alleged that the State should relocate the railroad's stockyard facilities and also their trainmen's quarters. At time of hearing the railroads seriously contended that no order should be issued unless the State agreed to relocate these facilities, and, if the State would not agree, that the Public Utility Commissioner should direct the State to relocate the stockyard and houses. This contention was rejected by the Public Utility Commissioner and the order was issued without this provision.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant
Tom Edwards
I. A. DeFrance
Dean Swift
G. E. Rohde
J. W. Nash
H. B. Simpson

NOTED

RECEIVED

Order #37885

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 164

In the matter of the Petition of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct a highway above grade across the main line and yard tracks of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the BREWERY GRADE OVERCROSSING (The Dalles) PROJECT, in Wasco County, Oregon	ORDER

The above entitled matter was duly heard on May 2, 1961, at Salem, Oregon, before Harold W. Pierce, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorenson, Assistant Attorney General, of Counsel for the Oregon State Highway Commission

For Respondents:

Robert B. Batchelder, Attorney, Portland, Oregon
In behalf of Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company

For the Commissioner:
C. E. Jaqua, Utility Engineer

On November 4, 1960, the above named Petitioner filed with the Commissioner, pursuant to the provisionsof ORS 763.080 and ORS 763.040, a Petition for permission to construct a highway above grade across the main line and yard tracks of Respondents. The proposed overcrossing is known as the Brewery Grade Overcrossing (The Dalles) Project.

Attached to and made a part of the Petition is plan and elevation Drawing No. 8804-A, which also contains a grade line diagram, vicinity map, and station designations, and Drawing No. 15499 containing more detailed profile diagrams and vicinity maps of the location involved.

The Petition also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

Notice of the Petition and copies thereof were duly served upon Respondents, the County Court of Wasco County and the city of The Dalles. Respondents and the city of The Dalles timely filed their Answers thereto, the latter indicating it had no objection to the granting of the permission requested. The County Court of Wasco County acknowledged receipt of the notice and Petition, but filed no Answer.

The Answer of Respondents admits and denies certain paragraphs of the Petition and alleges in substance that certain of Respondents' facilities will have to be relocated by reason of Petitioner's proposals and access thereto provided; that the same should be done by Respondents, subject to reimbursement by Petitioner; and, that Respondents should also provide, subject to reimbursement by Petitioner, single guard rails extending 50 feet on either side of the overcrossing on all tracks adjacent to columns located within 18 feet of the center line of track.

The matter was thereafter set down for hearing and notice thereof duly served upon the parties of record.

At the commencement of the hearing Petitioner moved to amend its Petition by making a part thereof Drawing No. 8804-D in lieu of Drawing No. 8804-A, and by substituting the figure 0.18, which relates to the crossing grade, in paragraph 6 on page 2, in lieu of the figure 0.136. The revised drawing reflects changes in the design of the structure requested by Respondents, which result in more room for additional tracks. The motion to amend was allowed.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner plans to construct in the near future a section of Federal Interstate Highway 80 N, to constitute a revised location of the Columbia River Highway (U.S.H.R. No. 30), between The Dalles and Big Eddy, and, as a part thereof, it will be necessary to construct a connecting highway between the relocated section of highway, which will be a freeway, and the city of The Dalles. The proposed overcrossing will be located in the East half (E½) of Section 3, Township 1 North, Range 13, East of the Willamette Meridian, in Wasco County, Oregon.

The overcrossing structure will be constructed on a tangent section of the proposed connecting highway and the center line of the roadway will intersect the center line of Respondents' east-bound main line track at highway station "C" 22+27.67 and railroad station 2413+89.90, at an angle of 82° 11.9' in the northeast quadrant. The reinforced concrete deck of the structure will be 608 feet in length, consisting of two 31 foot reinforced concrete slab spans, one 65 foot and one 58 foot spans with prestressed concrete beams, one 97 foot span with steel girders and four 71 foot and one 41 foot spans with prestressed concrete beans. The roadway will be two-lane, having a width of 30 feet. No provision will be made for sidewalks. It will be constructed on a uniform descending grade of 0.18% from south to north and pass over, in addition to the two main line tracks, five existing yard tracks. Provision is made in the plan of the structure for the installation of 18 additional tracks.

There will be no impaired clearances during construction and all clearances provided for the completed structure as shown on Drawing No. 8804-D will exceed the minimums set forth in Commissioner's Order No. 33700.

The estimated annual average daily volume of vehicular traffic over the proposed overcrossing is 3,500 vehicles, with an anticipated increase to 7,500 vehicles per day in 1975. The annual average daily volume of rail traffic is 18 train movements on the main line tracks and 100 switching movements on the yard tracks. This traffic will increase with the expansion of Respondents' yard facilities. As was indicated by Petitioner and Respondents, the construction of a crossing at grade would be hazardous to travelers on the public highway and to railroad operations.

The record herein, supported by Drawing No. 15499, indicates that the southerly approach to the proposed overcrossing will be connected with existing Highway 30 and Petitioner's plans for the overcrossing include the construction of a two lane highway which will branch off existing Highway 30 east of the proposed overcrossing, pass beneath the southerly end of the overcrossing structure and rejoin existing Highway 30 west of the proposed overcrossing. This highway will provide the westbound lanes of Highway 30 for traffic travelling from points east thereof to points west of the overcrossing. Its purpose is to prevent cross traffic at grade at the southerly approach to the overcrossing.

Petitioner proposes that the construction and maintenance of the overcrossing be handled and the costs thereof borne as follows:

Things to be done by Petitioner:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure including highway approaches and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Respondents, including reimbursement to Respondents for necessary expenditures incurred in connection therewith.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

Things to be done by Respondents:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

(b) Subject to reimbursement by Petitioner, move and reinstall such existing right of way fences as must necessarily be moved for the project.

(c) Subject to reimbursement by Petitioner, remove and replace existing signal and communication lines to protect the same during construction.

(d) Subject to reimbursement by Petitioner and salvage, remove existing railroad track No. 200 and relocate the same on a revised alignment as shown on Drawing No. 15499.

(e) At their own option and at their own cost and expense, relocate railroad track No. 23 as shown on Drawing No. 8804-D.

(f) At their own cost and expense, maintain the railroad tracks with their appurtenances and facilities after construction.

Respondents agreed to the proposals relating to the things to be done by Petitioner and themselves as set forth above. Respondents also proposed that, subject to reimbursement by Petitioner, they be required to furnish and install single guard rails extending under and 50 feet on either side of the overcrossing along all tracks having a horizontal clearance of 18 feet or less between center of track and adjacent structure. The purpose of these inner guard rails is to prevent or minimize damage to the overcrossing structure and railroad equipment by guiding the wheels of train cars parallel to the tracks and past the columns of the overcrossing structure in the event of derailment. Petitioner agreed to this proposal.

With reference to proposal (d) above, under things to be done by Respondents, although agreeing to the relocation of track No. 200 as therein provided, Respondents take the position that this necessarily requires the relocation of their existing stockyard facility and trainmen's living quarters; that Respondents should make such relocations and provide railroad access to the relocated stockyard, subject to reimbursement by Petitioners; and, that Petitioner should provide at its own expense vehicular access to the relocated stockyard.

The relocation of track No. 200 is necessitated by reason of the proposed construction of the highway designed to carry westbound traffic on existing Highway 30 beneath the southerly end of the overcrossing. As is indicated by Drawing No. 15499, the right of way of this proposed highway traverses a substantial portion of the present location of track No. 200, the location of a number of Respondents' buildings and a large part of its stockyard facility. It is also apparent that track No. 200, upon being moved to its proposed new location will likewise traverse the present location of the stockyard facility.

Petitioner indicated that the matters of the acquisition of the required right of way for the proposed additional westbound portion of existing Highway 30, relocation of track No. 200 and what is to be done with reference to the Respondents' buildings and stockyard facility are currently the subject of negotiations between the parties. Petitioner contended that these are not matters to be considered or determined by the Commissioner in this proceeding. It is deemed that these are matters which should be determinded between the Petitioner and Respondents, by agreement or otherwise; under laws applicable thereto which are not included among those administered by the Commissioner.

The construction of this proposed highway is required in the interest of safety of users of the proposed overcrossing and is a necessary part of the plan thereof, since it will eliminate the hazards which would otherwise exist as a result of cross traffic at the connection between the southerly approach of the crossing and existing Highway 30.

The proposals set forth above in subparagraphs (a) (b) and (c), under things to be done by Petitioner, those set forth above in subparagraphs (a), (b), (c) and (f), under things to be done by Respondents and the proposal of Respondents regarding the installation of the single guard rails, were all agreed upon by the parties. No objections regarding them were made and they are approved. The provisions therein relating to the costs and expenses involved are just and reasonable under the circumstances.

The proposals set forth in subparagraphs (d) and (e), under things to be done by Respondents and those contended for by Respondents in their Answer and in the record herein with reference to the relocation of its buildings and facility, as well as those relating to providing rail and highway access to the latter, are matters beyond the scope of the Commissioner's jurisdiction of this proceeding.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction of a section of Federal Interstate Highway 80 N and is required in the interest of public convenience, necessity, safety and general welfare. Permission for construction thereof should be granted on the terms and conditions hereinafter set forth; it is therefore

ORDERED that the within Petition of the state of Oregon, by and through its State Highway Commission, be and the same is hereby granted, subject to the following terms and conditions:

(1) Such overcrossing shall be constructed in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design with Oregon State Highway Department Drawings No. 15499 and No. 8804-D or such revisions thereof as may be mutually agreed upon by Petitioner and Respondents.

(2) Petitioner shall prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing including the highways or highway approaches necessary in connection therewith and supervise the construction thereof.

(3) Petitioner shall finance the construction of said project, without participation therein from funds of Respondents, including reimbursement to Respondents for necessary expenditures incurred in connection therewith.

(4) Petitioner shall maintain said overcrossing with its appurtenances and approaches after completion of the project.

(5) Respondents shall, subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

(6) Respondents shall, subject to reimbursement by Petitioner, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(7) Respondents shall, subject to reimbursement by Petitioner, remove and replace existing signal and communication lines to protect the same during construction.

(8) Respondents shall, subject to reimbursement by Petitioner, furnish and install single guard rails extending 50 feet beyond each side of the overcrossing structure along all tracks adjacent to columns located within 18 feet of the center line of track.

(9) Respondents shall, at their own cost and expense, maintain the railroad tracks with their appurtenances and facilities after construction.

and it is further

ORDERED that No. 2A-85.15-A shall be assigned to the subject overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 23rd day of June, 1961.

Jonel C Hill
Public Utility Commissioner

(SEAL)

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MAY 9 1961

FOR FILING
I-SON-3 [illegible]
1-150

Salem, Oregon
May 8, 1961

Brewery Grade 36" Culvert
The Dalles Section
Columbia River Highway

Mr. Ed Morelock

The drainage area contributing to the inlet of this culvert, located 90 feet east of Station "C" 18+80, is 3.3 square miles, of which 200 Ac. is contributed by the existing city storm sewer system. Additional storm severage, necessitated by growth of the city to the southeast, will probably be brought into this system, also. A general 50-year flood resulting from discharge off the entire basin might amount to 132 c.f.s. Also, a 10-year storm on the severed area could contribute 130 c.f.s.

Following is a tabulation of computed capacities for non-overflow, clean conditions, for several parts of the lower end of the system.

Facility	Capacity, c.f.s.
4.5' W x 4' H RCBC, 6.75' HW*, E. 9th Ave.	207
5' W x 4' H RCBC, 5' HW, Brewery Grade	185
Channel between above culverts	45
Inlet grate 4' x 8', 2-36" Conc. Pipe, 2' Head	210
2 - 36" Conc. Pipe, 6' HW, under present highway	152
3' x 3' opening to 36" CMP, 10.5' HW, under railroad	156
36" Pipe, 300' CM, 350' Conc. 32' H (no tailwater)	113
Above pipe with 15' H (high tailwater)	78

*(6.75' HW is headwater depth, 6.75' from invert to water surface.)

Obviously, the weakest links of the sytem are the 36" corrugated and concrete pipe under the railroad yard into the Columbia River and the channel between the box culverts. It appears that at this time the Department has no responsibility as regards the capacity of these portions of the system.

The situation which has given the most trouble to the Department maintenance personnel is a plugging problem on the grate at the inlet of the two 36-inch pipes. Enclosed is a sketch of a proposed revision in the grate which will materially increase the capacity of the grate and decrease its susceptibility to plugging. This modification and the extension of the lower end of the 36-inch pipe with 42-inch concrete or 48-inch corrugated pipe should relieve the maintenance problem which now exists and forestall any accusations on the part of the railroad that our pipe extension at the outlet of the system has reduced the capacity.

Since, when operating at capacity, the 36-inch pipe will be under pressure it will not be possible to introduce drainage from the "C" Line, the catch inlet for which will probably be at about elevation 106, 12 feet below the top of the pressure box. A separate 12-inch pipe and type "G" inlet will provide the necessary capacity. This same pipe can be used to handle the discharge from the bridge downspouts. The pipe can be placed under the railroad yard by boring under the tracks and open cutting elsewhere.

John C. Jenkins
Asst. Research Engineer

JCJ:ms
cc Mr. I. D. Merchant
Mr. J. S. Sawyer

RECEIVED
APR 18 1961
FOR FILING

I-80N-3(24)81
G-180

Salem, Oregon
April 18, 1961

Mr. J. W. DeSouza
Assistant Counsel
Office

We have received in this office a fully executed copy of a Permit of Entry Agreement with the Union Pacific Railroad Company for permission to make subsurface explorations at 2 locations for the Brewery grade structure of the Columbia River Highway at The Dalles, Oregon.

This agreement is being filed as railroad agreement No. 551.

Secretary

rn

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(9-22-59)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

Memorandum

DATE: March 30, 1961

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

C G Polk

SUBJECT: Oregon Project I-80N-3(21)81
Port of The Dalles

The information submitted with your letter of March 24, together with the attachments is considered ample justification for the construction of the frontage road to serve the dock and boat anchorage involved in the construction of Interstate Project I-80N-3(21)81 in The Dalles.

We would like to invite your attention to the Corps of Enginner's letter of March 20, concerning their lack of authority to accept reimbursement for damages to the boat basin. We understand you propose to offer a cash settlement for this item.

It is our opinion that any adjustment to the boat basin should be independent for any settlement with the Port of The Dalles as noted by the Corps of Engineers. We also believe that the State would be in a much more favorable position in case of condemnation, if the cash settlement to the Port included only the following items which relate directly to the Port facility:

Land to be taken - 24.08 Ac.	$12,330.00
Damage to wharf (office depreciation)	21,000.00
Damage to owner's remaining lands	6,875.00
Total	$40,205.00

The remaining items such as ferry slip, access road, reconstruction of boat basin, etc., to be performed by State contract.

We would like to be advised of your final decision as to the offer you propose to make to the Port of The Dalles prior to your making the formal offer.

Copies to [illegible]

NOTED
FORREST COOPER

RECEIVED
MAR 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 1961
FOR FILING

March 29, 1961

Regional Director
U. S. Bureau of Reclamation
Post Office Box 937
Boise, Idaho

Attention Mr. E. T. Nelson

Pipe Line Crossing
Terminal Avenue
Interstate Route 80N
The Dalles, Oregon
ATTENTION: Code 200

Dear Sir:

Reference is made to a recent conference between U. S. Bureau of Reclamation personnel T. Torkelson and R. E. Harris, the Highway Department, and The Dalles Improvement District for the purpose of discussing an agreement whereby the Highway Department would install a 42-inch PT-200 concrete pipe across the Interstate Highway at Terminal Avenue in advance of the over-all project which you have for this area. The installation of such a pipe would permit your connecting onto the ends of the pipe with your future installations without violating the access control principles of the Interstate Freeway.

In this connection, I am enclosing an estimate showing the anticipated cost to the Highway Department if it were to contract this work. We have received your copy of the tentative agreement but do not wish to pursue this any further until The Dalles Improvement District's ability to reimburse the State for any work done in this connection becomes more certain.

Very truly yours,

W. C. Williams
State Highway Engineer

enc.
cc Mr. T. Leland Brown
Brown and VanVactor
Attorneys at Law
The Dalles, Oregon
Forrest Cooper
G. S. Paxson
Tom Edwards
R. L. Porter
LHY:fp ms

MARCH 2, 1961

THE DALLES PROJECT

ESTIMATE FOR PIPE LINE CROSSING

ITEM	UNIT	NET	ALLOWANCE	GROSS	UNIT PRICE	AMOUNT
Excavation, Rock	Cu. Yd.	621	62	683	$ 7.50	$ 5,122.50
Backfill	Cu. Yd.	404	40	444	1.00	444.00
Compacting Backfill	Cu. Yd.	404	40	444	2.50	1,110.00
Compacting Bedding under Pipe	Cu. Yd.	23	2	25	6.00	150.00
Furnish and Lay 42 PT-200 Concrete Pipe	Lin. Ft.	192	19	211	32.00	6,752.00
Concrete in Pipe Encasement	Cu. Yd.	99	10	109	80.00	8,720.00
Furnishing and Placing Reinforcement	Lb.	6,764	676	7,440	0.17	1,264.80
Furnishing and Handling Cement	Bbl.	152	15	167	6.00	1,002.00
Furnishing and Erecting Timber Bulkhead	FBM	350	35	385	0.40	154.00
				SUBTOTAL		$24,719.30
			Engineering & Contingencies 20%			4,943.86
				TOTAL COST		$29,663.16

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3 1961
FOR FILING

I-80N-3(21)81

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
LLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Project I-80N-3(21)81
East City Limits-West
City Limits (The Dalles)

Dear Sir:

In reply to your letter of March 1, 1961 regarding justification for the construction of a frontage road to serve the boat basin, Port of The Dalles dock and ferry slip, we submit the following:

A review of our plan will show that the main line roadway fill will encroach on the boat basin to the extent that it must be dealt with and considered as a part of the main line. We attach prints of Sheets 6 and 7 of the preliminary plans, plus platted cross-sections, Stations 2345 to 2355 to illustrate this condition. We attach correspondence from the Corps of Engineers establishing the validity of our statement that it must be retained.

The estimates and appraisals indicate the following values of the boat basin:

Replacement Value (Replace in New Area or Total Taking)

Excavation	$32,000	
Moorage	44,910	
Breakwater	89,565	
Sheerboom	4,230	
Parking Area	21,265	
		$191,870
Cost to Replace in Present Area		123,515
Saving		$ 68,355
Cost of Frontal Road for Service, Stations 30 - 44		94,300
Excess, Cost of Replacement Over Cost of Total Taking		$ 25,935

This cost, as indicated, is chargeable to the main line. We do not think it advisable under this condition to attempt to eliminate a facility authorized by the Congress, and in the face of correspondence from the Corps of Engineers indicating it must be replaced.

Balance of the frontal road to the Port dock, FS 19+00 to FR 30+00, a distance of 1,100 feet, is as follows:

Frontage Road Construction	$39,900
Replacement of Pile Trestle (To be handled by Port)	48,000
	$87,900
Value of Dock	77,220
Additional Land Damage (Failure to serve balance)	6,875
	$84,095
Excess - Cost of Serving over Taking	$ 3,805

Regarding the ferry slip, we attach prints of excerpts of the Wasco County Bond Resolution indicating the need for the ferry slip. We also attach an opinion from our Chief Counsel in the matter. Our present agreement with Wasco County requires the reconstruction of the ferry slip.

The cost is $22,700, if constructed off the frontal road to the dock, or $31,400, if constructed at a new location. A summary of the costs would then be as follows:

Cost of Dock Frontal Road	$ 87,900
Cost of Ferry Slip	22,700
	$110,600
Value of Dock	77,220
Land Damage (Failure to Serve)	6,875
Ferry Slip at Alternate Location	31,400
	$115,495
Saving	$ 4,895

It appears from the foregoing that the costs of the dock service and ferry slip, when considered together as they should be, are cheaper than for the plan not to serve. We therefore request your approval of our plan as submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

DJB;jk/TE:jw

Attach.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

FORM E-30 50M 7-60 29305

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1961

SUBJECT: File No. 30555
Port of The Dalles
The Dalles-Big Eddy
Section
Columbia River Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer

Office

Our attention has been directed to a letter of March 1, 1961, from Mr. D. M. Emrich, which raises a question of the economic feasibility of construction of a frontal road to serve the Port of The Dalles property.

We have asked our appraisers for an immediate re-examination of their previous findings with the following results:

> Mr. E. F. Kolberg is on vacation and unavailable at the present time.
>
> Mr. Jeffery Holbrook has rendered an opinion that our failure to construct an access road would result in a damage of at least $300,000. It is obvious from examination of his letter that he has seriously underestimated the cost of the factors which he says must be considered under this new concept.
>
> He admits freely in this letter his doubt that he could sustain this opinion and says that it is likely that a court determination would result in an award closer to the present asking price of the Port of The Dalles. This figure has never been clearly stated to us but is understood to be in the neighborhood of $750,000.
>
> Mr. Leroy Draper, whose appraisal has been used to this point as a basis for negotiation, has provided a breakdown which details costs of $411,455. He adds that an additional damage consideration would probably carry his figure to a maximum of $425,000.

This figure, in my opinion, represents a realistic minimum of taking and damage to the Port of The Dalles through our failure to construct an access road.

The small boat basin which lies on the Port property was constructed and is maintained by the Corps of Engineers under agreement with the Port of The Dalles and authorization provided by the Congress under Senate Document No. 89. Correspondence between this office and the District Engineer, Colonel W. L. Winegar, indicates that we must plan to reconstitute this facility. It is obvious that the facility would have no value unless a mode of access were provided.

We are under strong pressure to proceed with a filing in condemnation against the Port of The Dalles. It is necessary that the question of construction of this road be resolved before such a filing can be made. We urge that you press for an early decision.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Tom Edwards
Mr. C. J. Mathias

RECEIVED
MAR 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

WOODWARD, DRAPER & STEPP
Incorporated

ESTABLISHED 1888

TITLE AND TRUST BUILDING
PORTLAND 4, OREGON

March 13, 1961

Mr. Leonard Lindas, Chief Counsel
Oregon State Highway Commission
Salem, Oregon

NOTED
W. T. WRIGHT

Attention Mr. Walter Wright, Right of Way Supervisor

Re: #30555 - Port of The Dalles
The Dalles - Big Eddy Section
Columbia River Highway - Wasco County

Dear Mr. Lindas:

Through Mr. J. J. Smith you have asked what damages might occur should all access to the North of the new highway be precluded on Parcel 3.

My estimate is:

Shown in report dated 8/18/60		$ 191,875
plus		
Extra land damage	$ 6,875	
Remainder value wharf	72,000	
Value boat basin	138,705	
Value ferry slip	2,000	219,580
		$ 411,455

If all access to the River except through the grain conveyor itself is precluded, it will be necessary to use boat and barge for any major maintenance to the river side of the grain conveyor. If allowance is made for this factor and any other contingency, the total figure should not exceed $425,000.00.

Very truly yours,

LEROY D. DRAPER,
Vice President

LDD:H

COPY

HOLBROOK-WALSTROM

233 S. W. FRONT AVENUE • PORTLAND 4, OREGON • CApitol 7-0553

[illegible] Holbrook
R[illegible] W[illegible]

March 8, 1961

NOTED
W. T. WRIGHT

W. T. Wright, Right of Way Engineer
Oregon State Highway Department
Salem, Oregon

re: File #30655-Port of The Dalles
The Dalles-Big Eddy
Wasco County

Dear Mr. Wright:

Pursuant to your request, I have made a re-examination of that certain appraisal prepared and submitted to the Oregon State Highway Department concerning the damage and taking accruing to the Port of The Dalles by virtue of the proposed highway improvement inclusive of an access road to serve the remainder of the Port properties. The purpose of this review was to determine if any additional considerations would affect the value which had been previously submitted to you.

Based upon the assumption that a service road would be provided, I find no basis for changing the appraisal which has been previously submitted.

I have been informed by you and your department that there is a possibility the access road would be eliminated. If this road is to be eliminated, there would be a definite change in the appraisal as submitted.

The reason for the changes is as follows.

1. The marina and boat basin would be an entire taking.
2. The dock and transit sheds would be an entire taking.
3. It would be necessary to provide for complete demolition of the dock and transit sheds.
4. Replacement of the Port offices would have to be considered.
5. A new ferry slip would have to be provided.
6. Either a substitute grain handling facility would have to be provided or a potential damage to the elevators measured.

In view of all of these factors, and based upon a preliminary estimation and calculation, the minimum of damage and taking with no access road to the property would approximate $300,000.

HOLBROOK - WALSTROM

233 S. W. FRONT AVENUE • PORTLAND 4, OREGON • CApitol 7-0553

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March 8, 1961

NOTED
W. T. WRIGHT

W. T. Wright, Right of Way Engineer
Oregon State Highway Department
Salem, Oregon

re: File #30555-Port of The Dalles
The Dalles-Big Eddy
Wasco County

Dear Mr. Wright:

Pursuant to your request, I have made a re-examination of that certain appraisal prepared and submitted to the Oregon State Highway Department concerning the damage and taking accruing to the Port of The Dalles by virtue of the proposed highway improvement inclusive of an access road to serve the remainder of the Port properties. The purpose of this review was to determine if any additional considerations would affect the value which had been previously submitted to you.

Based upon the assumption that a service road would be provided, I find no basis for changing the appraisal which has been previously submitted.

I have been informed by you and your department that there is a possibility the access road would be eliminated. If this road is to be eliminated, there would be a definite change in the appraisal as submitted.

The reason for the changes is as follows.

1. The marina and boat basin would be an entire taking.
2. The dock and transit sheds would be an entire taking.
3. It would be necessary to provide for complete demolition of the dock and transit sheds.
4. Replacement of the Port offices would have to be considered.
5. A new ferry slip would have to be provided.
6. Either a substitute grain handling facility would have to be provided or a potential damage to the elevators measured.

In view of all of these factors, and based upon a preliminary estimation and calculation, the minimum of damage and taking with no access road to the property would approximate $300,000.

The Port of The Dalles has already determined that they are going to take this matter to court for decision, and with the access road eliminated, the increased elements of consideration affecting damage and taking would undoubtedly cause a higher verdict in their favor than the more simplified plan of the taking with access road. Thus $300,000 as estimated, being the minimum cost, would probably not be the amount that the State finally had to pay which conceivably could be as high as the present asking amount by The Port of The Dalles for the taking of their facility.

Respectfully submitted,

Jeffery Holbrook

JH:ea

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MAR 13 1961
LEGAL DEPT.

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
828 PITTOCK BLOCK
PORTLAND 5, OREGON

36-NPPRM

7 March 1961

NPP 285/17 (The Dalles Dam -
Oregon State Highway Dept. -
The Dalles-Big Eddy Section)

State of Oregon
State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. D. H. Moehring
Assistant Right of Way Engineer

Dear Sir:

Inclosed, in accordance with your request of 9 February 1961, your file No. 30555 - Port of The Dalles, is a copy of the "Resolution" which provided the required assurances from the Port Commission prior to initiation of construction of The Dalles Small Boat Basin.

Your attention is invited to the first clause in the inclosed resolution, as underlined in red, which recites the authorization for the project.

This facility, as constructed under the above-cited authority, is an authorized federal project in which the Government is concerned with maintaining a protected small-boat basin 400' x 800' in size, with a depth 8 feet below a pool elevation of 72.5 feet, mean sea level. Accordingly, any change, modification, and/or encroachment upon this facility will require the approval of this office.

Inasmuch as any encroachment on this facility resulting from your highway relocation will require a Navigable Waterway Permit, we are inclosing a copy of our brochure covering the application for permits for work in navigable waters.

RECEIVED
MAR 13 1961
RIGHT OF WAY

Accordingly, your application, including complete plans and specifications covering modification and/or relocation of this facility, along with your highway construction plans, should be submitted at an early date.

Very truly yours,

JOHN F. KIMBEL
LT COL CORPS OF ENGINEERS
DEPUTY DISTRICT ENGINEER
FOR John F. Kimbel
W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

2 Incl
1. Cy Resolution
2. Brochure

FORM CD-121

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MAR 2 1961
FOR FILING

UNITED STATES VERNMENT

Memorandum

U.S. D RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: March 1, 1961

FROM : C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

By: DMEmrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project I-80N-3(21)81
East City Limits to West City Limits of The Dalles

Recent estimates made by your Construction Department indicate that the building of a frontage road from the Brewery Grade Interchange to the dock and boat basin of The Port of The Dalles will cost $151,122. In addition it will cost an additional $48,000 to build an access from the frontage road to the dock plus an unknown amount to build a parking area for the boat basin. The above costs, when added to the estimates to relocate the boat basin, relocate the breakwater, and appraisal damages indicate that the present plan will cost over $340,000. Recent appraisals of the land and improvements north of the dike indicate a before value of $243,425.

The estimates indicate that construction of a frontage road can not economically be justified. It will be necessary that the construction of this frontage road be justified. If the State is legally required to provide access to the boat basin, dock, or ferry slip, we will need a written opinion from your Legal Department.

Edw

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MAR 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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March 17, 1961

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Attention Mr. Warne Nunn

Dear Sir:

The following is a reply to the inquiry made by you concerning our negotiations with the Port of The Dalles. Such negotiations as the Legal and Right of Way Department have had in connection with the acquisition of Port of The Dalles property have been brought to a standstill because the Bureau of Public Roads has raised objections to the building of an access road to serve the Port's property after the construction of the highway. The Bureau has asked us to document and justify the cost of the building of this access road. This we are attempting to do at the present time and think that we will be able to accomplish this to its satisfaction. In the meantime, however, negotiations must come to a halt until we get further approval from the Bureau to proceed. We expect to have this matter resolved one way or the other within a week.

In the event the Bureau does not authorize the construction of this access road to serve the Port property, it will then be necessary for us to have the property reappraised on the basis of no access and start negotiations all over.

With respect to our negotiations with the Port of The Dalles prior to the stoppage by the Bureau of Public Roads, I can only say this has been a very difficult matter to negotiate by our Legal and Right of Way Department. The last report from our right-of-way negotiator was that the Port refused to discuss this matter with him until an official letter of offer was sent by the Legal and Right of Way Department. The Port has refused to sit down and discuss the matter with our negotiator on the basis of its attorney's recommendation. Under the circumstances, there is no alternative but to send the letter of offer and if the Port refuses to further negotiate the next step would be the filing of condemnation action.

The Legal and Right of Way Department is most anxious to negotiate this matter with the Port of The Dalles. However, since it is now represented by counsel we cannot do anything concerning this without counsel's approval. All attempts to negotiate must now be done through the Port's legal representative who informed our Right of Way Agent that he would not discuss the matter with him until the letter of offer was mailed. We were in the process of preparing the letter of offer when we were stopped by the Bureau of Public Roads.

The Legal and Right of Way Department is most anxious to negotiate this matter. In fact, it would be willing to meet the Directors of Port of The Dalles and their attorney at any time and place that they desire. We feel that this should be done; however, if the Directors of the Port and their attorney do not feel disposed to discuss the matter with the Legal and Right of Way Department, it appears there is nothing further that can be done except file the condemnation action.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Forrest Cooper
L. I. Lindas
cc Edwards
Walt Wright

LIL: ms

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MAR 6 1961
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COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80 N-3(27)84

6180

March 6, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 405 - Brewery O-Xing
Union Pacific Railroad Co.
Wasco County

Dear Sir:

Herewith I hand you copy of Drawing No. 8804-D which is to be substituted for Drawing No. 8804-A attached to the petition of the State Highway Commission in the above titled matter, your Docket No. SXF-164.

This revised print has been made to show changes in the design of the structure, necessitated by the request of the railroad companies that provisions be made for several additional tracks. Drawing No. 8804-D has been approved by the railroad companies as shown by a letter from Mr. G. H. Baker, Superintendent, to Mr. Ivan Merchant, Bridge Engineer, dated March 1, 1961. The railroads have been furnished with adequate copies of the revised drawing and further distribution thereof is being made as indicated below.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: Mayor and City Council - w/ex.
The Dalles
Wasco County Court - w/ex.
G. S. Paxson - w/ex.
Tom Edwards - w/ex.
Ivan Merchant
Robert B. Batchelder

G. S. PAXSON

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AUG 2 1 1963
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I 80N 3127[illegible]

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION 6184

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

[illegible] NO. LARRABEE AVE.
PORTLAND 17, OREGON

MARCH 1, 1961

File Ref. D 315 - 2 - 93

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Referring to your letter of February 3 relative to Brewery Grade Interchange at The Dalles on The Dalles - Big Eddy Section of Columbia River Highway, there are no objections to proposed plan of structure as indicated by your Dwg. 8804-D dated January 17, 1961, a copy of which has been approved by Railroad's Chief Engineer, and is returned herewith.

The construction of this facility together with connections to the Interchange will involve relocation of certain railroad facilities, for which negotiations have not yet been completed.

Yours very truly,

/sgd./ G. H. Baker

G. H. Baker,
Superintendent

enc.

copy to J W [illegible] Lange
" " H. S. Poppen

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1961

SUBJECT: The Dalles Section
Columbia River Highway
The Dalles Improvement
District Agreement

To:

MEMO TO THE FILE

This date we had a meeting with The Dalles Improvement District and the Bureau of Reclamation with the object in view of arriving at an agreement for the placement of a 42-inch pipe under the Interstate highway at Terminal Avenue. Representing The Dalles Improvement Distract was Mr. Bailey and representing the Bureau of Reclamation were Mr. T. Torkelson and Mr. R. H. Harris. Representing the State Highway Department were Mr. Edwards, Mr. Young and Mr. Sorenson.

It has become necessary to reach an agreement with The Dalles Improvement District inasmuch as they have an easement from the city of The Dalles along Terminal Avenue for the placement of a high-pressure pipe. It was believed to be in the public interest that this pipe should be placed prior to the construction of the Interstate highway.

The firm plans of the improvement district and the Bureau of Reclamation will not be made so that construction can be done under the main drainage project prior to construction of the freeway. This is due in part to needed action by Congress and other agreements which must be consummated.

The talks mainly concerned who should be parties to the agreement with the State. It was decided by Mr. Sorenson (representing the Legal Section) that this should be a three-way agreement with The Dalles Improvement District, the Bureau of Reclamation, and the Highway Department being parties thereto. The Reclamation District requested the State to set a top figure that they would make the installation across the freeway for. This we refused to do because of prior experiences with the Bureau of Reclamation when they would not reimburse us the full cost of the work by referring to the estimated cost named in the agreement. It was made very plain to the Bureau of Reclamation and The Dalles Improvement District that we were accepting this only on a reimbursable basis and that we would expect reimbursement by either one to the full agreement of the work done. The Dalles Improvement Distrct and the Bureau of Reclamation said that they would settle this matter between themselves.

5-27-61

The Highway Department was presented with a set of

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[illegible]
from Bureau of R. [illegible]

specifications which were termed minimum specifications and which the State would have to guarantee to meet in doing this work. We indicated that our special provisions would be written so as to take cognizance of their specifications.

The Highway Department is currently reviewing the estimate presented by the Bureau of Reclamation and will furnish them a more realistic figure based upon highway bid prices. The Bureau of Reclamation will undertake in the meantime to draw up the first draft of an agreement between the parties thereto. The Reclamation people were furnished with a copy of the Construction Department's recommendations to Mr. Paxson for basis of an agreement for use in their making up such an agreement.

Tom Edwards
Construction Engineer

By LHY
L. H. Young
Asst. Construction Engineer

LHY:jw

cc Forrest Cooper
G. S. Paxson
R. L. Porter
L. I. Lindas
Dean Swift

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1961

SUBJECT: File No. 26254 - City of
The Dalles
The Dalles Bypass Section
Columbia River Highway
Wasco County

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

The City of The Dalles has signed an option for the several parcels which we are acquiring from them. This option includes the parcel adjacent to Wasco County property near Weber Street.

Right of Way Supervisor Brainerd has advised that the County is going to Quit Claim their reversionary interest in the property so that the City can convey it to us free and clear of encumbrances. The City also plans to acquire additional property from the County and will in this manner compensate the County.

Mr. Brainerd further advised that Judge Hunt is agreeable to this arrangement.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

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FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1961

SUBJECT: File No. 26254 - City of
The Dalles
The Dalles Bypass Section
Columbia River Highway
Wasco County

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

I discussed the status of negotiation of the City of The Dalles file with Right of Way Supervisor Brainerd by telephone this morning.

Mr. Brainerd has met with the City Manager of The Dalles and Judge Hunt of Wasco County concerning the property which Wasco County deeded to The Dalles for a maintenance site. The Judge expressed the opinion that Wasco County would be entitled to our payment to the City for this property, minus the City's cost for leveling and grading the area. The City has furnished these costs, and they are currently being reviewed in our Appraisal Section. It is very doubtful that there will be any money remaining after the cost grading figure is subtracted from the appraised value of the property.

Mr. Brainerd stated that the County would Quit Claim their interest in the area which we need for right of way so that we will have clear title to the area.

D H Moehring

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
cc: Mr. Harold G. Brainerd

NOTED
FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

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2-1-60

Salem, Oregon
February 16, 1961

Water Line
The Dalles Section
Columbia River Highway
Wasco County

Mr. Leonard I. Lindas

It would be appreciated if you would prepare an agreement with the The Dalles Improvement District covering the installation of a concrete water line underneath the new freeway where it crosses Terminal Avenue in The Dalles. The The Dalles Improvement District has an easement from the City of The Dalles dated November 17, 1960, which is a few days prior to the date of the throughway agreement with the City of The Dalles. I am attaching a copy of this easement.

The easement grants the District the right to install, repair and maintain a 42-inch concrete pipe line connecting with a pump to supply water to an area south of the new freeway. The proposed water line crosses our freeway on Terminal Avenue in the immediate vicinity of our Station 2285. The complete installation of the water line will probably not be made until after our freeway is constructed. It is advantageous to place the section underneath the freeway prior to the freeway construction. This will benefit the District by decreasing its costs and will benefit the State by the elimination of any interference with the freeway. It is, therefore, proposed that the State include a section of the pipe line long enough to project beyond the fill slopes of the freeway as a part of its highway construction contract, and the District has agreed to reimburse the State for the cost of this section of pipe and its installation. The agreement should cover the following points:

THINGS TO BE DONE BY STATE:

1. State will let contract for highway and include in the contract an amount of 42-inch concrete cylinder pipe sufficient to extend outside the fill slopes on both sides of the freeway.

2. State will pay contractor for all costs involved, including excavation, pipe, and backfill, and assume the cost of all engineering and inspection which is to be done by State forces. State will be reimbursed by District for pipe and special backfill as provided in Paragraph 2 of "Things To Be Done By District".

3. State will allow District to provide an inspector at its own convenience and expense during the construction of the pipe line.

4. State will allow District to enter upon the highway right of way for the purpose of completing the pipe line. State will not allow District, its agents, or contractors to go upon or across the fill slopes or roadway of the freeway during such construction.

5. State will require the adjustment or relocation of all overhead utilities which must be adjusted or relocated due to the highway construction.

THINGS TO BE DONE BY DISTRICT:

1. District will provide, without cost to the State, engineering data on specifications, line and grade of the proposed pipe line.

2. District will reimburse State for the cost of the pipe line and special backfill, based on contract unit bid prices. This reimbursement is to be made to the State within a reasonable time after construction funds become available to the District by Congressional appropriation or otherwise.

3. District will complete construction of the remaining portion of the pipe at its own expense and will refrain from entering upon the roadway or fill slopes of the freeway during said construction. Fences and ground surface will be returned to as near the original condition as can be reasonably done at the completion of the construction.

4. District will refrain from entering upon the surface of the roadway, slopes, and ground within the boundaries of the access control lines while maintaining the pipe line. District will be allowed full and free access to the inside of the pipe line at all times.

5. District will make all necessary arrangements to relocate all existing underground utilities which would not be required to be redue to the highway construction.

In connection with Item 2 of "Things To Be Done By District", the reimbursement to the State will have to await any Congressional appropriation for the water project. It is understood that funds for the project are in the current budget, and there is not too much question of them being approved.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM S-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1961

SUBJECT: Proposed Agreement With
The Dalles Improvement District
For Pump Line on Terminal Avenue
The Dalles Section

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
Office

In reply to your letter of January 30, 1961 we submit the following:

1. A sketch map will be prepared by the U. S. Bureau of Reclamation. Data on this project has been submitted by the Salem office of the U. S. Bureau of Reclamation to the Chief Engineer, but has not been returned to Salem. An answer on this is expected within a week or so.

2. The Dalles Improvement District is the formal name of the organization. Mr. Don Bailey, President, and Mr. Jack Thienes, Secretary, will sign the documents. There are about 8 members of the Board.

3. A copy of the easement granted to the District by the City is attached.

4. The overhead utilities must be relocated due to the height of the fill to be put in. It is also possible that some relocation would be required due to the blasting during the excavation of the trench. It is proposed that we require the power and telephone lines be relocated to a position which would not conflict with the blasting for the concrete cylinder pipe.

5. A rough estimate of the cost of this work, for which we are to be reimbursed, is $8,075. This includes pipe and special backfill.

6. The above estimate is based on an estimated 192 feet of pipe. To extend the pipe to outside the access control lines would take another 64 feet of pipe worth an estimarted $2,688. The pipe is fabricated in 32-foot sections. It is not believe that this is necessary.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

CHB:fp
Enc.

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LEGAL DEPT.

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

February 8, 1961

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-80N-3(21)81
East City Limits to West City Limits of The Dalles

Please refer to Right-of-Way Engineer Walter T. Wright's letter, dated January 17, 1961, requesting information concerning Federal participation in the value of the taking and damages to a highway headquarters property near The Dalles.

As you are aware, Federal participation in right-of-way acquisition of State lands requires an actual disbursement from public highway funds in accordance with Paragraph 3a(3) of PPM 21-4.1, dated December 30, 1960. Furthermore, Federal participation is not allowed in the acquisition of maintenance sites, etc.

Inasmuch as the subject case is somewhat different in that an existing headquarters is displaced we will be able to give you a decision upon receipt of additional information:

(1) Mr. Wright's letter indicates the utility of the present headquarters will be destroyed. A written explanation is needed outlining the situation more fully. In addition we would like to know if access can be developed to the present headquarters from either Terminal Ave. or from an existing road to the east. Therefore, please submit detailed cost figures indicating the cost of acquiring and building access. In addition, if additional area is needed for the headquarters the cost of acquiring and developing such an area is needed. A sketch map should accompany the estimate.

(2) An estimate of the value of the taking and damages to the remainder of the existing headquarters property should be made by your Right-of-Way Department. Full appraisals may be needed later.

(3) An estimate of the cost of acquiring and developing a new site is needed. A sketch of the proposed development is needed. The estimate should be in sufficient detail so we can make a review.

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FEB 9 1961
RIGHT OF WAY

NOTED
P. M. STEPHENSON

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Mr. Williams

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FORM X-123-K 45M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

I-80N-3 (27) 51

6-779

January 17, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: The Dalles Bypass

Dear Sir:

It appears that the right of way for The Dalles Bypass will effectively destroy the utility of our highway headquarters situated at The Dalles.

I have previously discussed the matter of compensation for this right of way with Mr. Mathias. He has pointed out that PPM 21-4.1 requires an actual outlay of State funds to qualify for reimbursement.

We are having appraisals prepared on this property as for any other right of way taking. Our Maintenance group is attempting to locate a substitute area for construction of a new headquarters.

Will Federal participation be available to the extent of the value ofthe taking and damages as an offset to our expenditure for substitute property in lieu of that which is being damaged beyond our use?

A reply is requested.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

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7 1961
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COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-3(78)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 3, 1961
Ref.File: D315-2-93

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

RECEIVED
FEB 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Brewery Grade Interchange
The Dalles-Big Eddy Section
Columbia River Highway

Plan and elevation Drawing No. 8804-A was prepared and was to be used as an exhibit in the PUC hearing for the Brewery Grade Overcrossing.

On November 22 your requested a revision in this structure to permit additional tracks to be built northerly of the main line as indicated on your drawing of November 22, 1960 to a scale of 1"=100'. The revisions requested have been made, and I am enclosing six prints of our Drawing No. 8804-D indicating revised structural layout. This drawing is to be substituted for Drawing No. 8804-A in the PUC proceedings.

Your attention is called to the revised grade line which indicates the entire structure on a -0.18% grade to the north. This grade is revised over that shown on the original structural layout, and also is different from the grade shown on the vicinity map, Drawing No. 15499. However, the grade indicated on Drawing No. 8804-D is the grade that will be used in the construction of this structure.

Vertical clearances have been revised to conform to the new grade line. As you will note vertical clearances are considerably in excess of the minimum clearances, and we are assuming that there will be ample vertical clearance for the construction of all future tracks.

Will you please use one of the enclosed prints and return to us with your comment or approval noted. Additional prints of this drawing are being sent to Mr. DeSouza for distribution to interested parties in the PUC hearing.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enc.
cc: Mr. R. M. Brown
Mr. G. S. Paxson ✓
Mr. J. W. DeSouza-10 prints 8804-D

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FEB 3 1961
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February 3, 1961

Mr. Chas. H. Reynolds
Post Office Box 898
La Grande, Oregon

Dear Charlie:

Thank you for your recent letter on which I will comment as follows.

We occasionally get a report on Sam Baldock and, as near as we can determine, he is coming along O.K. He will undoubtedly be under a slow ball from here on. Thank you for your note re his condition.

The matter of intermittent two- and four-lane sections has been a difficult one. We are attempting to eliminate at least the shorter sections of two-lane roads interspersed between the four-lane sections, as we find that they do present a danger. I am asking our people to take another look at the signs to see if anything more startling can be installed to warn the motorists. We hope to have the four-lane section completed south of Goshen to Cottage Grove this year; however, this may require a minor miracle. South of there, we intend to keep going but ultimately hope to have the four-lane section extended as far as Roseburg within the next five or six years.

See Maint
Traffic
Rd. Mike
Len

The Dalles situation is a bit cloudy but not as cloudy as it was a few months ago. As you of course know, the agreement is signed and we are proceeding with our right-of-way appraisals and acquisitions. As of the moment, acquisitions are just starting and it is my guess that at least six months will be required to unwind all the knotty string involved in that project. It is our present hope that grading work will be under way or at least a contract let in the fall of this year. This job also entails a lot of structure work which always seems to come slow (I guess I don't need to tell you that) but it is our hope that we will be able to hold a ribbon cutting late in 1963. I might qualify this by saying that I know of nothing that will speed up the project but many things that can slow it down.

It is always good to hear from you.

Kindest personal regards.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:fn

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FEB 2 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 31, 1961

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

Re: R-30557
The Dalles By-Pass and The
Dalles-Big Eddy Sections
Columbia River Highway
Your No. 9010-32-5

Dear Mr. Wengert:

Following receipt of your letter of December 7, 1960 containing your comments and questions relative to the Commission's offer for five parcels of land in the Union Pacific/O.W.R.&N. Railroad Company's The Dalles yard area, we have held conferences both with the appraisers and engineers to the end that all aspects of the acquisition would be given full consideration. We, of course, would not desire to have a misunderstanding be the cause of the State initiating and prosecuting a condemnation action against your company.

The Commission is fully aware of the public necessity of the continued operation of the railroad and shall keep in mind and pass on to the Bureau of Public Roads the plans for the future that your company has had for the area involved. As shall be seen later certain revision of highway construction plans have been made to accomodate your company's planning for the future.

We shall attempt to answer paragraph by paragraph the points you have raised:

Parcels 1 and 2 (7.6) With respect to these two parcels as described in our letter of offer, and the isolation and landlocking of a 7.2 acre parcel of river front land, we find our appraisers have weighted their appraisals to cover such severance. Recognition was also given in our appraisals to the fact that there was included within Parcel No. 2 a portion of the land held under lease by Northwest Liquefied Gas Co. The appraisers also recognized the taking would require the relocation of certain of this tenant's facilities and damages were allowed to cover the same. So it must be concluded full value for the taking as well as damages to the remainder was allowed in our appraisals and was reflected in the offer for the taking of said Parcels 1 and 2.

Nevertheless, in order to reduce the damage to the least, consistent with highway requirement, there has been a narrowing of the right of way line past the Northwest Liquefied Gas Co. leasehold which will reduce the encroachment and will, perforce, require some reduction in the compensation to be allowed for the parcels. A revised description is being prepared and a revised appraisal reflecting such change will be forthcoming soon, at which time both will be communicated to you in the form of a new letter of offer.

Parcel 3. In connection with the acquisition of this parcel you raise the question of both highway and rail access to the company's remaining acreage northerly of the relocated highway. To the extent that our letter of offer of November 23, 1960 may have created an impression there would be no access to this remaining land through the clause specifying, "there shall be no rights of access of any nature between the right of way of the relocated Columbia River highway, including the Brewery Grade Traffic Interchange, and all your contiguous property", it was in error. I am assured by Mr. Paxson, Assistant State Highway Engineer, construction plans for the Brewery Grade Interchange have been furnished to your engineers and reference thereto will show the frontage roads to be constructed northerly of the main-traveled highway as well as the connecting legs of the interchange. Access to this frontage road outside the access control lines will be reserved to your company. Our new letter of offer will so specify.

As for your remarks about rail access to the aforementioned severed parcel, it is the understanding of this office that the practical means of access thereto by rail will remain as before, that is, from a point easterly of The Dalles Bridge approach. Highway planning has allowed for the construction of a spur over its right of way from a connection with the mainline westerly to the Bridge approach; but the Commission will not construct the railroad spur, nor will it negotiate with the Toll Bridge Authority or the intervening private landowner for a continuation of such a spur westerly of the Bridge approach.

Parcel 4. It is true previous plans called for the construction of an earth fill on this parcel to be used in connection with the interchange structure. To eliminate the objections your company has interposed to the construction of this earth fill, and to reduce the effect of the taking as much as possible on its future operation; we have sought and obtained the approval of the Bureau of Public Roads to revise the plans so as to extend the structure and cut down the fill. The revised plan will allow for the development of the storage trackage mentioned in your letter. Here again revised descriptions are being prepared and will be contained in a new letter of offer, with such corresponding revision of compensation as determined by appraisal.

Parcel 5. With respect to your remarks on the effect of the taking of this parcel, our conference with the appraisers develops the fact that the previous offer contains allowance in money to the extent deemed equitable by our appraisers for the disruption of cattle pens, trainmen's quarters, etc. As for the existing spur track the Commission is willing that the same be relocated at its expense. The Commission will itself, as part of the construction contract, replace in kind the existing access road which winds along the present spur down to the stock loading area. This road can be re-constructed as far east as the point where the relocated spur ties back to a connection with the existing yard track.

Added to the above, it should be pointed out that the extension of the structure will make possible, with slight revision to be done by State, the Tie Plant Road to remain as it exists. Also a road approach connection will be constructed at the north end of the structure connecting with the Tie Plant Road some 800 feet easterly of the structure. With respect to access to the existing Columbia River Highway, it should be understood that no access will be permitted from your company's property to the relocated west bound lane. Other than for such limitation there will be no control of access to said existing highway. It would seem the limitation would be of little difference from the situation as it exists at present in that no access is now physically possible due to the difference in elevation of the highway on top of the cliff and railroad property at the bottom.

As a final objection you state the company can only convey such interest as it has in the property and that any conveyance would be by a quitclaim deed or a bargain and sale deed without covenants, leaving the Commission to acquire at its own expense any outstanding interests other than the Refunding Mortgage dated in 1944. To this we cannot accede. The land to be acquired has been appraised as to the full value in accordance with the usual methods for determining compensation in condemnation cases. Since the value of the land would include that of all interests therein, the State, if it acceded to your view, would have to pay for the removal of encumbrances over and above the full value. Any acquisition on such basis would be contrary to the holding in the Burke case. (200 Ore 211; 265 Pac (2) 784) I might add, however, with respect to the outstanding encumbrances held by the United States in the form of flowage easements, etc., a check will be made to determine whether title can be taken subject to any of these encumbrances.

Mr. D. F. Wengert
January 31, 1961
Page 4

The revision of description of the parcels required, as explained above, will make necessary revised appraisals and, in the end, a new letter outlining the State's offer. We expect to be able to dispatch to you the revised offer within a few days and must therefore inform you the offer contained in our letter of November 23, 1960 is rescinded. In the meantime we have given you the detailed information contained herein in the hope that a complete understanding will facilitate reaching an agreement when our new offer is made.

Should you desire further information or wish to meet and discuss any of the features of the case, I am sure we can so arrange.

Very truly yours,

G. E. ROHDE
Assistant Counsel

GER:hg
CC: Mr. O. W. Ryan, Manager of Property
Mr. W. T. Wright

RECEIVED
FEB 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 17 1961

FOR FILING

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Salem, Oregon
January 30, 1961

Proposed Agreement with the
The Dalles Irrigation District
for Pump Line on Terminal Ave.

Mr. Tom Edwards

Attention: Mr. Curtis H. Baker

In preparing an agreement with the District, we should have a map showing the location of the pipe line crossing of our freeway; preferably, this should be on letter-size sheet.

I assume that the legal name of this organization is "The Dalles Improvement District". Do you know who will sign for the District?

Is it possible to get a copy of the easement granted to the District. I presume that this easement was from the City, and if they have a prior easement, then our easement from the District will be in the form of an exception to the easement which they hold.

One paragraph of "Things To Be Done By State" requires adjustment or relocation of overhead utilities. Is there anything about the construction of the pipe line which would affect in any way the overhead utilities? It would seem that this would be covered by our throughway agreement with the City in connection with the building of the highway.

Can you get any estimate of the cost of the work which we are to do and be reimbursed by the District? The suggested reimbursement provisions are very loose, and we may never get reimbursement if the Reclamation Service budget is not approved. We should know how far we are getting into this matter.

We are only providing that the culvert be installed out to the toe of slope at the present time. It might be better to carry this clear across our right of way so that there would be no entrance within the access line after our highway is built. Can you give any estimate of the additional cost if we were to do this?

G. S. Paxson
Assistant State Highway Engineer

NOTED
G. S. PAXSON

GSP:ae

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1961

SUBJECT: Proposed Agreement
The Dalles Improvement District
The Dalles Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

The Dalles Improvement District, The Dalles, has an easement to construct and maintain an irrigation pump line on Terminal Avenue in The Dalles. This easement predates our agreement with the city by a few days. The district proposes to install a 42-inch concrete cylinder pipe pump line to supply water to an area south of the freeway. This proposed line crosses our freeway near Station 2285.

We propose to make an agreement with the district to eliminate the need for tunneling under the completed freeway at some future date. The pump station and pipelines are to be constructed under the supervision of the Bureau of Reclamation, money for which is included in the budget presented to Congress in its present session. The schedule is to begin work some time early in 1962. The points to be included in the agreement are:

THINGS TO BE DONE BY STATE

1. State will let contract for highway and include in the contract an amount of 42-inch concrete cylinder pipe sufficient to extend outside the fill slopes on both sides of the freeway.

2. State will pay contractor for all costs involved, including excavation, pipe, and backfill, and assume the cost of all engineering and inspection which is to be done by State forces. State will be reimbursed by District for pipe and special backfill as provided in Paragraph 2 of "Things to be Done by District".

3. State will allow district to provide an inspector at its own convenience and expense during the construction of the pipeline.

4. State will allow district to enter upon the highway right of way for the purpose of completing the pipeline. State

will not allow District, its agents, or contractors to go upon or across the fill slopes or roadway of the freeway during such construction.

5. State will require the adjustment or relocation of all overhead utilities which must be adjusted or relocated due to the highway construction.

THINGS TO BE DONE BY DISTRICT

1. District will provide, without cost to the State, engineering data on specifications, line and grade of the proposed pipelines.

2. District will reimburse State for the cost of the pipeline and special backfill, based on contract unit bid prices. This reimbursement is to be made to the State within a reasonable time after construction funds become available to the District by Congressional appropriation or otherwise.

3. District will complete construction of the remaining portion of the pipe at its own expense and will refrain from entering upon the roadway or fill slopes of the freeway during said construction. Fences and ground surface will be returned to as near the original condition as can be reasonably done, at the completion of the construction.

4. District will refrain from entering upon the surface of the roadway, slopes, and ground within the boundaries of the access control lines while maintaining the pipeline. District will be allowed full and free access to the inside of the pipeline at all times.

5. District will make all necessary arrangements to relocate all existing underground utilities which would not be required to be moved due to the highway construction.

Please present this information to the Legal Division with a request to prepare the agreement.

Tom Edwards
Construction Engineer

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I-80N-3(27) 41

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 6, 1961

(File Ref. D 315 - 2 - 93)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to previous correspondence relative to new location of Columbia River Highway through The Dalles, Oregon:

Confirming 'phone conversation of Mr. Didier on December 30th, will you please furnish cross-sections for the "W" Line, Engineers Station 6+50 to 10+00?

The Railroad wishes to consider change in proposed alignment of new connection for Track #200 through present Stockyard area to eliminate encroachment on Elevator Company property and requires above-mentioned cross-sections to determine if there is sufficient room between Elevator property line and toe of slope for proposed roadway to construct new connecting track.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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6180

Salem, Oregon
January 5, 1961

Mr. Ivan Merchant
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. W. DeSouza

We have received approval of the Bureau of Public Roads for the lengthening of the Brewery Grade Overcrossing structure in The Dalles northerly to the dike. This will involve the changing of the access road connecting with the "fire road" in the railroad yards, as it will have to come into the Brewery Grade line north of the dike.

Mr. Merchant is to furnish Mr. DeSouza with revised pland for the structure, and Mr. Edwards and Mr. Porter should revise their graiing plans to meet the new arrangement.

G. S. Paxson
Assistant State Highway Engineer

GSP:es

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

Memorandum

U.S. ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: January 4, 1961

By: ME Martin
M. E. Martin
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon Project I-80N-3(-)79
The Dalles By-Pass

Your letters of December 14th concerning the structure over the railroad between the Brewery Grade interchange and existing US 30 requested our concurrence in a plan to lengthen the structure by some 180 lin. feet. This increased structural length was requested by the Union Pacific Railroad Company so they may expand their yard facilities in this area at a future date.

We concur in this proposal. The future plans of the Union Pacific Railroad as expressed in their letter of November 22, 1960 to the State provides a reasonable basis for this revision.

RECEIVED
JAN 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NPPGW-4

5 January 1961

Oregon State Highway Department
State Highway Building
Salem, Oregon

ATTENTION: Mr. Glenn S. Paxson

Gentlemen:

Inclosed are three copies of our drawing for breakwater, shear boom, and dredging for a small-boat basin at The Dalles, Oregon, that you requested during your visit to this office on 3 January 1961.

Senate Document No. 89, 79th Congress, 1st session, dated 24 July 1946, authorizes federal participation in construction and maintenance of the small-boat basin at The Dalles.

If these drawings and the information contained in Senate Document No. 89 do not provide sufficient details to enable you to resolve your problems with regard to The Dalles boat basin, please feel free to call on my staff for additional help.

Sincerely yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

1 Incl
1. Print, dwg CL-189-18
(in trip) (under
separate cover)

To Bridge Sec
1/9/61

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AGENDA
JAN 27 1961

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January 4, 1961

Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Attention: Mr. D. J. Callahan
Manager of Properties

Gentlemen:

We are enclosing two copies of a Permit of Entry Agreement between the Union Pacific Company and the State Highway Commission for permission to make sub-surface explorations at 2 locations for the Brewery grade structure of the Columbia River Highway at The Dalles, Oregon. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

M

FORM 3505
[illegible]

UNION PACIFIC RAILROAD COMPANY

PROPERTIES DEPARTMENT

PITTOCK BLOCK
PORTLAND 5, OREGON

D. J. CALLAHAN
MANAGER OF PROPERTIES

H. C. HARVEY
GENERAL TAX AGENT

O. W. RYAN
GENERAL INDUSTRIAL AGENT

December 22, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Ivan D. Merchant, Bridge Engineer.

Gentlemen:

Reference is made to your request for permission to make sub-surface explorations at 2 locations for the Brewery grade structure of the Columbia River Highway at The Dalles, Oregon.

Enclosed are duplicate originals of proposed letter agreement granting the above requested permission.

Will you please arrange for the execution of the agreement by the members of the State Highway Commission and return to this office for completion on behalf of the Railroad Company?

When execution has been accomplished your fully executed counterpart will be sent to you.

Very truly yours,
D. J. Callahan

RECEIVED

I-80N-3([illegible]) The Dalles Sec., Columbia 196[illegible]
[illegible] River Hwy. (Grad. & Struc.)
[illegible]130 Folder #1

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

December 23, 1960

Public Utility Commissioner
Public Service Building
Salem, Oregon

Attention: C. E. Jaqua

Re: Pux 405 - Brewery O-Xing
(The Dalles)
OWRR & N Co., UPRR Co.
Wasco County
Docket No. SXF-164

Dear Sir:

Union Pacific Railroad Company has requested that major revisions be made in the overcrossing structure, as proposed in the above-titled matter, in order to make provision for several additional future tracks. This matter has been presented to the Bureau of Public Roads for consideration, but as yet no definite ruling has been given regarding eligibility of the increased length of Federal participation.

Therefore, it is requested that future proceedings in the matter be left in abeyance until advise from this office. This necessarily will include extension of time to the railroad companies in which to file their answer.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: Robert B. Batchelder
727 Pittock Block
Portland 5, Oregon
G. S. Paxson
Ivan Merchant

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MISC. C[illegible] and
AGREEMENTS No. 2314

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12-15

Salem, Oregon
December 15, 1960

Throughway Agreement
The Dalles Section
Columbia River Highway
City of The Dalles

Mr. C. C. Swenson
Engineer City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with the city of The Dalles covering The Dalles Section of the Columbia River Highway in the city of The Dalles.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of The Dalles.

Secretary

rn
Attach: 1

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6/23

December 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: The Dalles-Big Eddy Section
Columbia River Highway

Dear Sir:

Within the The Dalles-Big Eddy Section of the Columbia River Highway is an overcrossing of the Union Pacific Railroad Company's yard at The Dalles known as the Brewery Grade Overcrossing. The tentative plans for this overcrossing call for a viaduct over only a part of the Union Pacific property reserved for yard area, with the remainder of the connection being an embankment. The Union Pacific Railroad Company advises that their plans contemplate the development of all of this area for yard track purposes and have requested that our structure be lengthened to the north so that the embankment ends upon the dike forming the northerly edge of the railroad yard.

I am attaching hereto copies of letters from the Union Pacific Railroad Company dated November 22, 1960 and November 28, 1960 advising of their plans and their reasons for demanding that this area be kept open. Also attached is a map prepared by the Union Pacific Railroad Company showing their track arrangements.

Mr. Merchant is submitting to your office revised plans for the structure meeting the Union Pacific Railroad Company's requirements.

We are in no position to dispute the Railroad's plans, and we request your approval of these revisions in our highway plan.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. Ivan D. Merchant

12-28-60
Decd. BPR signed
to Eg recd 12/28/60
recommending approval
H.H.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

NOVEMBER 28, 1960

Ref. File: D 315 - 2 - 93

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section,
Columbia River Highway ---
Brewery Grade Overcrossing

Referring to your letter of November 23 relative to extension of the Brewery Grade Overcrossing structure a distance of 170 feet to the north:

As requested, I am attaching three (3) additional copies of print furnished you with my letter of November 22.

The agreement which we have with the U. S. Government reserves the right for the Railroad Company to construct roadways over and across the levee at or above the grade of the levee, and therefore the access road from the overcrossing may be made onto the dike and then connected to our existing fire road. When the Railroad rearranges and enlarges the yard facilities at The Dalles, we will then also relocate fire road in this area, either carrying it along yard adjacent to the dike or eliminating one of the proposed tracks and using this area for roadway.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs. Copy of letter to [illegible] + [illegible]
11/30/60.

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FOR FILING

5787

November 23, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2325 N. Larrabee Avenue
Portland 17, Oregon

Re: The Dalles-Big Eddy Section
Columbia River Highway

Dear Sir:

Receipt is acknowledged of your letter of November 22 requesting extension of the Brewery Grade overcrossing structure 170 feet to the north. In order that we may negotiate with the Bureau of Public Roads on this matter, I would appreciate having three more prints of the map which was submitted with your letter.

The extension of this structure would necessitate revision in the ramp connecting your fire road with the upper roadway, as it would not be practical to make this connection off of the viaduct. Making this connection northerly of the dike and proposed end of the structure will leave only a very short distance to the ramp leading from the freeway to the upper roadway and will also involve crossing the dike with the connecting road.

It is also noted that any installation of additional tracks will preclude the use of the present fire road, and I would appreciate advice as to what your plans are in this connection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[redacted]P:tas

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. Ivan Merchant

Mr. Edwards and Mr. Merchant:

I have discussed the revision of the connecting ramp with Don Stoudenmeyer and have asked for additional copies of the railroad map. The original of the map will be in the General Files.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 22, 1960

Ref. File D 315 - 2 - 93

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

The Dalles - Big Eddy Section, Columbia River Highway - Brewery Grade Overcrossing

Referring to conversation with Messrs. Brown, Haacke and other Railroad representatives at meeting on November 21 regarding change in Brewery Grade Overcrossing at The Dalles:

The State's plans which have been submitted for proposed structure would provide for very little expansion of Railroad's facilities through this area as embankment at the northerly end of structure would block or eliminate possibility of constructing long tracks through this area.

In the past ten years the Railroad Company has carried on a general program of expanding facilities in our terminals, having constructed a new yard at Hinkle about ten years ago and enlarging it twice since that time. We have also rearranged and constructed additional facilities at two yards in Portland, one the Albina Yard and the other, Barnes, in the last three years. We do not have further room for expansion at Portland or Hinkle and, as The Dalles is an intermediate point, plans are now being considered for expansion of trackage and other facilities at this location which would require use of all the space available.

It is therefore requested that consideration be given to extending the Brewery Grade Overcrossing approximately 170 feet so that the Railroad Company may utilize all the area for trackage or other facilities from the Westbound main track northerly to the levee. A print is attached on which it is shown proposed additional trackage through location of the structure.

In revising plans for this structure it is the desire of the Railroad that piers be so placed that the first three (3) tracks northerly of Westbound main can be extended through the structure as indicated on the attached print. However, in locating piers between the third track northerly of Westbound main and the levee, the piers or columns can be placed on center line of one of the tracks, and the Railroad would then plan on either dead-ending or connecting to adjacent track at both sides of the structure.

I am sure that you understand our position in retaining as much of the available area for expansion as can possibly be done account of the limited area along our main track in the Gorge where we can construct additional trackage and facilities, and would therefore appreciate if you would revise the plans for proposed structure accordingly.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

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NOV 23 1960
MICHIGAN
STATE HIGHWAY COMMISSION

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NOV 28 1960
OFFICE OF
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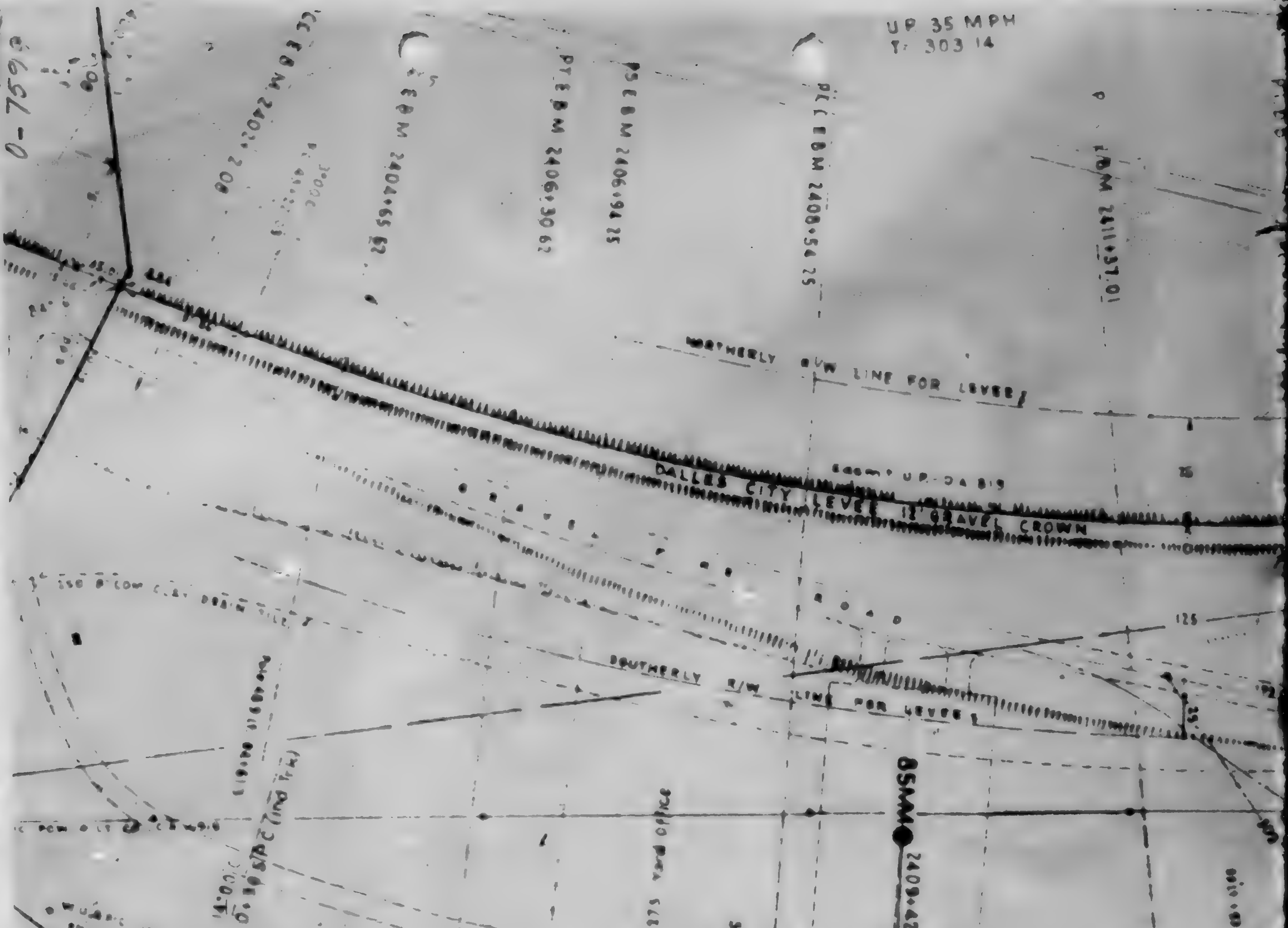
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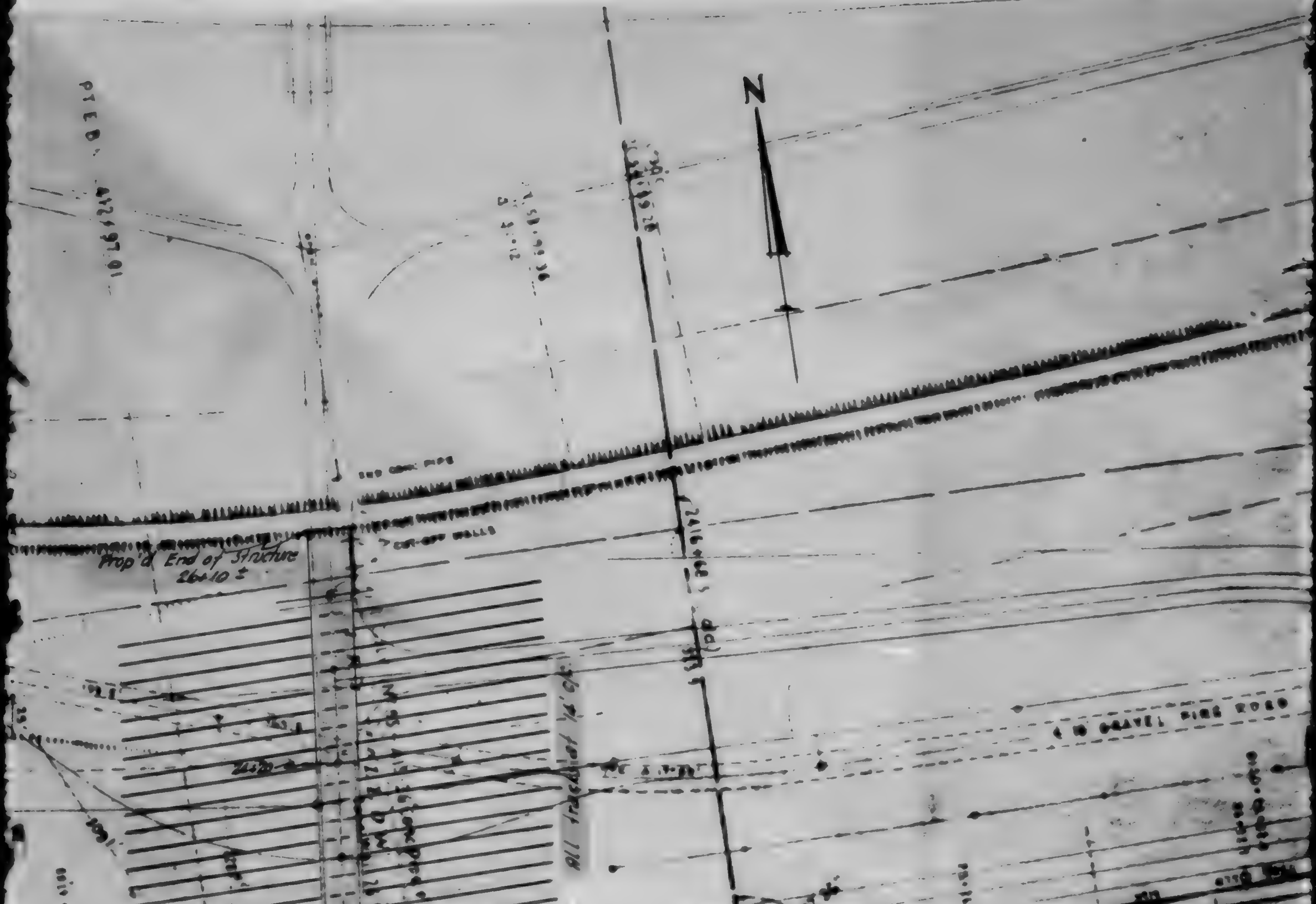
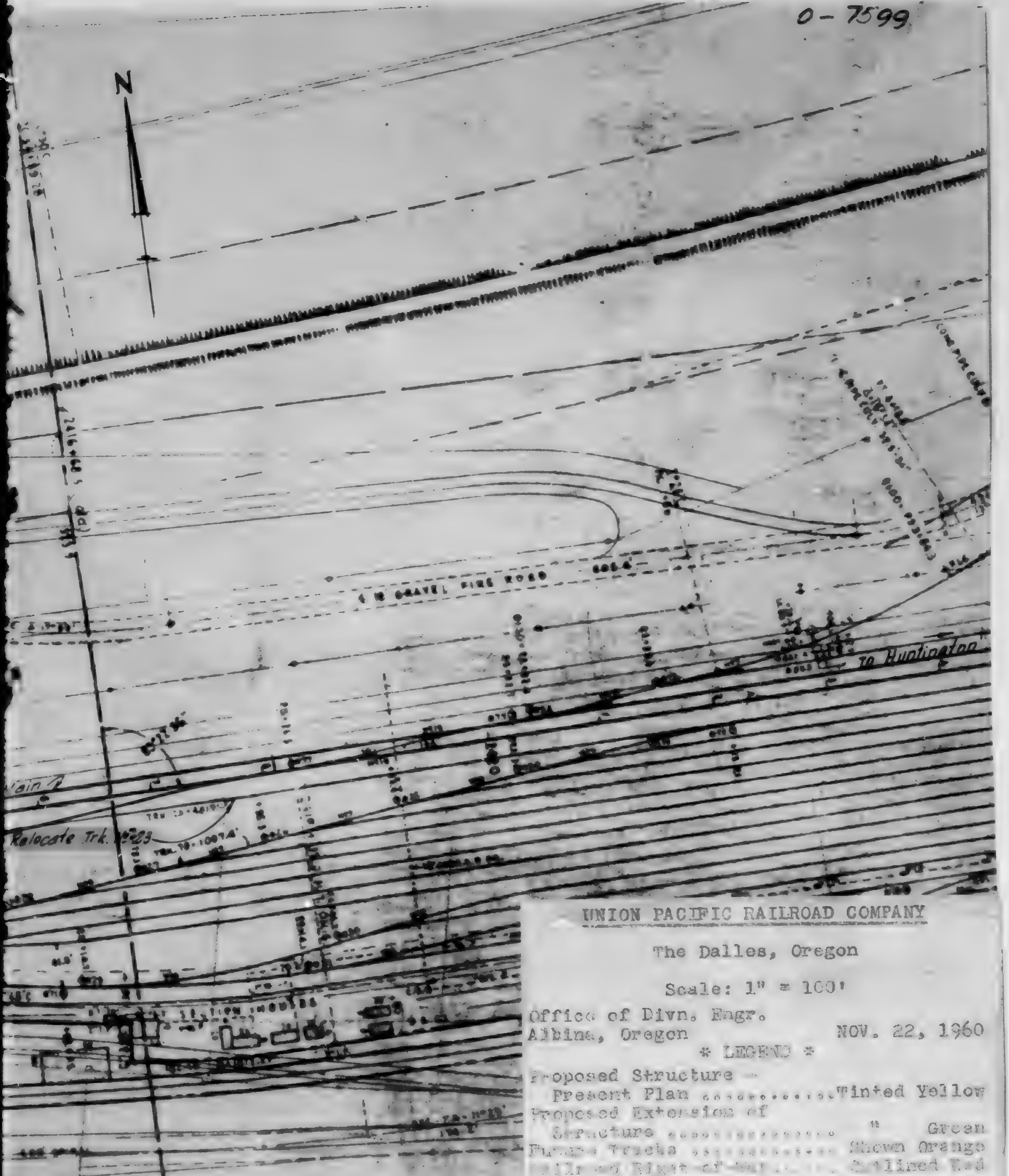
EBM 2404+65.62
PT EBM 2406+30.62
PS EBM 2406+94.25
PC EBM 2408+54.25
EBM 2411+37.01
NORTHERLY R/W LINE FOR LEVEE
DALLES CITY LEVEE 12' GRAVEL CROWN
ROAD
SOUTHERLY R/W LINE FOR LEVEE
BSMM
2409+42.3
Yard Office
YARD OFFICE
To Portland
COAL
UNITED MILLS CO. INC.
S T O C K Y A R D S
SPIRAL
COL. RIVER HWY


N
Prop'd End of Structure
26+10±
CUT-OFF WALLS
GRAVEL FIRE ROAD
W.B. Main
Relocate Trk. 23
Of
All
Pr
Pr
Fu
Ra

0-7599



UNION PACIFIC RAILROAD COMPANY

The Dalles, Oregon

Scale: 1" = 100'

Office of Divn. Engr.
Albina, Oregon NOV. 22, 1960

* LEGEND *

Proposed Structure –
Present Plan ....Tinted Yellow
Proposed Extension of
Structure .... " Green
Future Tracks .... Shown Orange
Railroad Right-of-Way ...... Outlined Red

RECEIV
[illegible]C 15 196[illegible]
FOR FILING

FORM [illegible]

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1-tON-2[illegible]
6180

December 14, 1960

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Mr. Polk:

Re: The Dalles By-Pass Section
Brewery Grade Railroad Overcrossing
Bridge No. 8804

On November 27, 1959, prints of the vicinity map for the subject job were sent to the Union Pacific Railroad with a request for their requirements for any additional trackage, and for their requirements for an offtrack maintmnence road. In reply to that letter the Union Pacific Railroad stated that no additional trackage would be required, however, that provision in the layout of the structure should be made for the revision of one existing track designated as Track No. 23.

A drawing was prepared on the above basis, submitted to the Railroad Company, and a petition for a PUC hearing was prepared.

The Dalles By-Pass Section of the interstate highway bisects landholdings of the UPRR in the vicinity of the Brewery Grade, and upon receipt of the overall plan for the highway location, the Railroad reconsidered their request for additional trackage.

I am enclosing two prints of Sheet No. 7 covering the geometric layout of the proposed revised Brewery Grade Freeway, and approach roads, two prints of No. 8804-C, and two copies each of letters dated November 22 and November 28 from the Union Pacific Railroad. By letters and sketch the Railroad requests an extension of the Brewery Grade structure to permit them to extend their yards northerly from the existing westbound main line track. The proposed trackage is indicated on the attached Sheet No. 7.

Drawing No. 8804-C is a drawing worked up to show the additional length of structure required, with revised span arrangements to permit construction of the additional trackage. In order to accomplish the placement of the additional tracks, it is necessary to realign an approach road to the Brewery Road, connecting to what is known as the existing tie plant road. This is shown on Sheet No. 7. There would be no additional cost involved in this change as the length of line is approximately the same.

In order to provide for the additional trackage an additional 183' of structure must be constructed to replace fill and pavement on the original layout.

The estimated cost of this additional structure less cost of embankment and pavement is $32,000 .

I feel that the request of the Railroad in the light of the overall construction in this area is not unreasonable.

May I have your concurrence in revising the previously submitted structural layouts for the structure and approach roads in this area on the basis stated above.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. G. S. Paxson ✓ w/ att. 1 print
Sheet No. 7,
1 print Drawing No. 8804-C

Mr. Tom Edwards

RECEIVED
DEC 1[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1960
FOR FILING

I; JON-3 (22)

61-80

December 14, 1960

Mr. Harry Fuller
The Dalles Chronicle
The Dalles, Oregon

Dear Mr. Fuller:

I have this date handed to Harold G. Brainerd, Right of Way Supervisor, Division 4, information pertaining to the Interstate 80N Bypass of The Dalles which you requested on November 23. Mr. Brainerd has assured me that he will personally deliver this information to you on Thursday, December 15.

I wish to sincerely apologize for the delay in the delivery of this information to you caused by a "comedy of errors", if anything as important to your readers as this could be classed a "comedy of errors".

I hope the information handed to you will be adequate but should you find that there are additional questions which need clarification prior to the publishing of your article, please feel free to call on Mr. Tom Edwards, Construction Engineer, or Mr. Gerald Attig, Urban Engineer. Both gentlemen can be reached in Salem through EMpire 4-2171, extension 757.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc: W. C. Williams
Forrest Cooper
Tom Edwards

9

RECEIVED
NOV 22 1960
FOR FILING

I-80N-3(27) 51

6130

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1960

SUBJECT:

To: Memo to the Files

It presently appears that agreement with the City of The Dalles is imminent. Completion of design of The Dalles Bypass should therefore be given a high priority.

In a conference with Mr. Merchant and Mr. Hall, it was determined that the following structures should be included with the grading job:

1. The Dalles Bridge Road Overcrossing
2. Webber Street Interchange Structure
3. Overcrossing of Second Street
4. Timber tressle access to Dock - 26-foot roadway 3½-foot walks on each side.
5. Grain conveyor conduit to Dock Area.

The following structures then will be built under separate contract or with the paving job, the exact determination to be made at a later date:

Brewery Grade Railroad Crossing
Brewery Grade Undercrossing
West Railroad Crossing
East Railroad Crossing

The channelization planned for the existing Columbia River Highway should be let with the paving contract.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
G. S. Paxson
D. J. Barbee
Frank Hall
Ivan Merchant
J. E. Morelock
R. L. Porter
Dean Swift
W. T. Wright

RECEIVED
NOV 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960

FORM E-30X 90M 2-60 26119

I-80N-3(27)

6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1960

NOTED
W. C. WILLIAMS

SUBJECT:

To:

MEMO TO THE FILE

On Monday, November 7th I met with the City Council of The Dalles concerning the agreement permitting construction of the Interstate Freeway.

Certain property holders in the area of Terminal Avenue are pressing the city to insist on Terminal Avenue being opened. I explained to the council and to the property holders that there were two methods of computing Benefit Quotients. One, which is based on a straight mileage operation cost, is a so-called rule of thumb method used in justification of interchanges, ramps, etc. in the Interstate Studies. This method developed a Benefit Quotient of 0.8 for retaining and opening Terminal Avenue. I explained to them further that the complex exact system used for justification in figuring Benefit Quotients included methods of reduction of traffic to ton-mile and that by this method the Benefit Quotient for leaving an opening at Terminal Avenue is 0.51.

Proponents of the Terminal Avenue opening were spearheaded by Waltus Nelson, former Manager of the Chamber of Commerce. They made two statements which were erroneous. One, that they did not previously know that Terminal Avenue was to be closed; and two, that they had attempted to get Colonel Tudor to evaluate this problem, but was advised by Tudor that he would have to have our data before he could evaluate the problem. These people were informed that Terminal Avenue was shown as being closed in the data presented at the public hearing and that an engineer of the stature of Colonel Tudor certainly did not have to have the Highway Department's data to properly evaluate this item.

The City Council agreed to give the proponents two more weeks in which to attempt to further their case, but it is my belief that they are of a frame of mind to proceed with the approval of the agreement at the meeting on November 21st.

TE:jw

Tom Edwards
Construction Engineer

RECEIVED

cc W. C. Williams
Forrest Cooper
F. B. Crandall

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NOV 28 1960
FOR FILING
I-80N-3(27)
6180

November 7, 1960

The Honorable John J. Howe
Mayor of The Dalles
The Dalles, Oregon

Dear Mayor Howe:

On October 17, Mr. D. J. Barbee and Mr. Gerald Attig met with interested parties concerning the City of The Dalles' request to provide a structure at Terminal Avenue which would result in no closure of this street when the freeway is constructed. At this meeting, Mr. Barbee and Mr. Attig advised that the studies indicated a benefit quotient considerably below unity. A request was made that this matter be restudied, it being the belief of those present that the benefit quotient of 0.8 which was quoted was in error. We have restudied this matter. The result has been a further lowering of the originally quoted figure.

In view of this fact, the Bureau of Public Roads cannot justifiably approve the inclusion of the Terminal Avenue structure in the construction plan, nor can the Oregon State Highway Department justifiably recommend to the Bureau that it approve such construction. Any further studies, we are sure, will only result in the same negative factor and will continue to delay the construction of this vitally needed section of the interstate freeway. We, therefore, again respectfully request the City's approval of the agreement previously presented, in order that this project may go forward.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Crandall

July 26, 1960

BENEFIT QUOTIENT COMPUTATIONS - SHORT FORM

Total Operation Cost $0.16 per mile - Cost of Stops $0.02 each

Note: $0.16 per mile is weighted average computed by Traffic Division.

WITH TERMINAL AVE. CONN.

Movement	1975 ADT	Miles	Stops	Stop Cost	Travel Cost	Total Cost	Total $
EDC	400	0.341	1	8	22	30	
CDE	400	0.341	1	8	22	30	
CB	200	0.133	0	0	4	4	
BC	200	0.133	1	4	4	8	
DE	200	0.208	2	4	7	11	$83

WITHOUT TERMINAL AVE. CONN.

Movement	1975 ADT	Miles	Stops	Stop Cost	Travel Cost	Total Cost	Total $
EAB	400	0.426	1	8	27	35	
BAE	400	0.426	1	8	27	35	
BC	200	0.133	1	4	4	8	
CB	200	0.133	0	0	4	4	
DCBAE	200	0.692	4	8	22	30	$112

Daily Benefit . . . . $ 29

Length of improvement	0.208 Miles
Estimated cost of Construction	$131,700
Estimated Annual Cost	$ 13,170
Estimated Annual Benefits to User	$ 10,585
Dollars of Annual Benefits for each dollar at Annual Cost	$0.80

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

March 3, 1960

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: G. M. Williams, Assistant Commissioner JBarnett
22-70

SUBJECT: 1961 Estimate - Estimating Interchange Benefit-Cost Ratio

Where the spacing of interchanges is less than the optimum value in the 1961 Estimate Manual additional documentation of justification for each interchange is required. One of the items of justification is a value of not less than 1.0 for the ratio of road user benefit to increased cost of construction resulting from the development of the interchange. The following type of analysis is acceptable for purposes of the 1961 Estimate.

(1) Determine the added right-of-way and highway construction costs for providing ramps at the interchange. This presupposes that separate justification exists for a grade separation at that crossroad, which usually would be the case, if not then the cost of the structure should also be added to the cost of the ramps.

(2) Multiply the added costs by 10 percent to obtain the added annual cost. This fixed percentage is considered to cover interest and amortization of the invested capital and the annual cost of maintenance.

(3) Compute the added annual road user operating costs, without the provision of the interchange, based on average ramp traffic volumes for a 30-year period. The use of A.D.T. 1975 traffic values will serve for this average.

Road user operating costs, based on local weighted averages, may be applied to the average travel distance with and without the interchange. In the absence of such road user costs the values in the AASHO 1952 informational report on road user benefit analyses may be used but should be increased 25 percent to reflect current costs for cars, fuel, tires, etc. If desired, broad average values of 9 cents per vehicle mile for travel on the Interstate highway, 11 cents per vehicle mile for travel on paved roads and streets off the Interstate highway and 14 cents per vehicle mile for non-paved roads and streets may be used. The cost of traffic control stops at 2 cents per stop may also be included.

(4) Where the annual saving in road user costs equals or exceeds the annual highway costs, the benefit-cost ratio is 1.0 or greater.

Pux 405

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the main line and yard tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the BREWERY GRADE OVERCROSSING (The Dalles) PROJECT in the East half (E½) of Section 3, Township 1 North, Range 13 East, W.M., in Wasco County, Oregon.

PETITION

No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes the construction of a section of Federal Interstate Highway 80N, to constitute a revised location of the Columbia River Highway, between The Dalles and Big Eddy, and, as a part thereof, it will be necessary to construct a connection involving an overcrossing of the main line and yard tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, between the Federal Interstate Highway and the existing location of the Columbia River Highway as shown on Drawings 15499 and 8804-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that the construction of a crossing at grade is impracticable and would be hazardous to traffic on both the railroad and highway.

V

That the annual average daily traffic on the proposed connection is estimated to be 3,500 vehicles, with an anticipated increase to 7,500 vehicles in 1975, and that the traffic on the railroad is an annual average daily volume of 18 train movements on the main line tracks, with 100 switching movements on the yard tracks.

VI

That the grade on the proposed structure is a uniform descending grade of 0.36% from south to north.

VII

That Petitioner proposes that the construction and maintenance of the project and the cost thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of the said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Road Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Road Administration under date of October 3, 1958.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement under federal regulations, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement under federal regulations, remove and replace existing signal and communication lines to protect the same during construction.

(d) Subject to reimbursement and salvage under federal regulations, remove existing railroad track #200 and relocate the same on a revised alignment as shown on Drawing 15499.

(e) At their own option and at their own cost and expense, relocate railroad track #23 as shown on Drawing 8804-A.

(f) At their own cost and expense maintain the railroad tracks with their appurtenances and facilities after construction.

VIII

That it is not anticipated that there will be any impairment of vertical or horizontal clearance on the railroad during the construction in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is in the East half (E½) of Section 3, Township 1 North, Range 13 East, W.M., in Wasco County, Oregon.

WHEREFORE, petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 3rd day of November, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

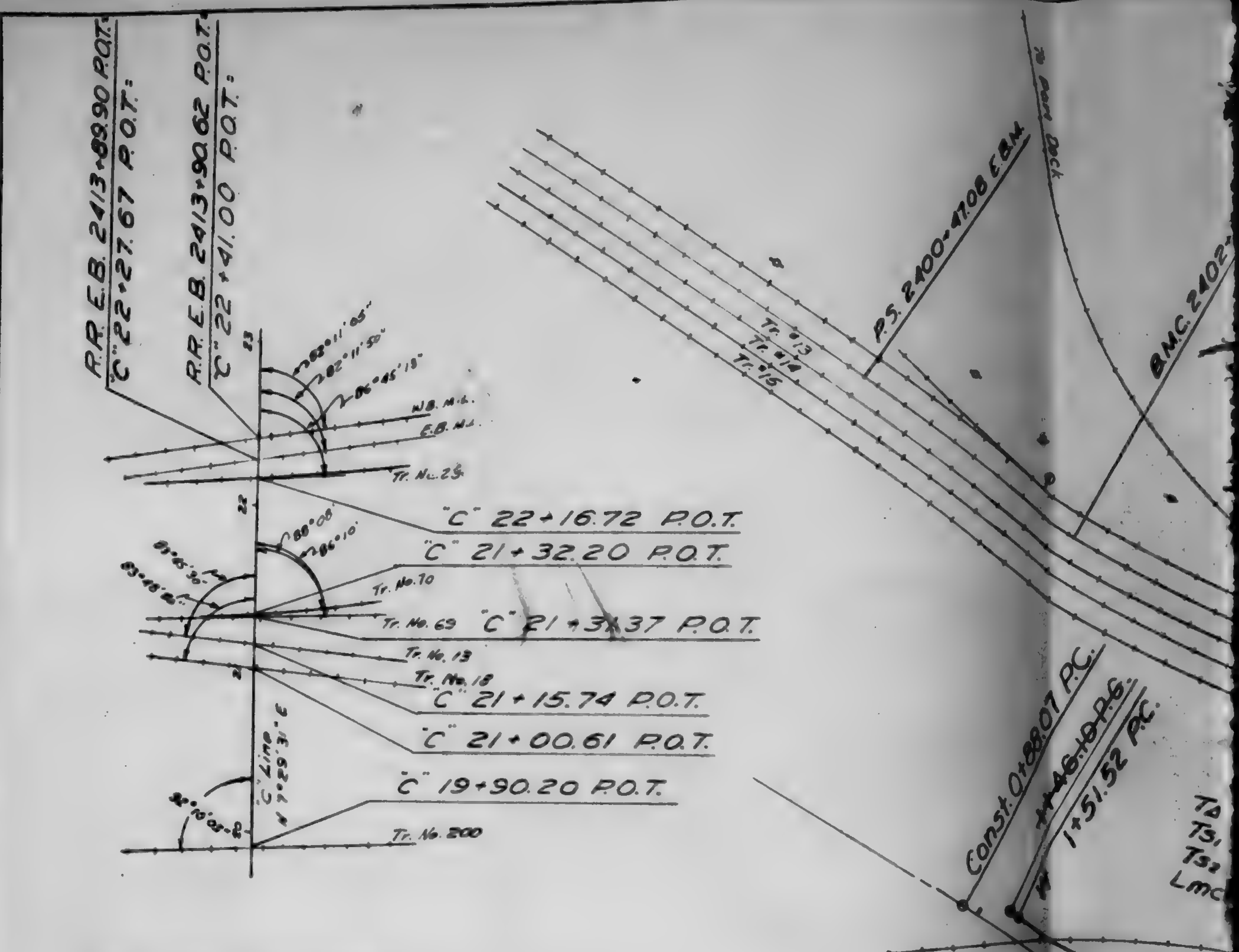
By______________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

FINAL SURVEY

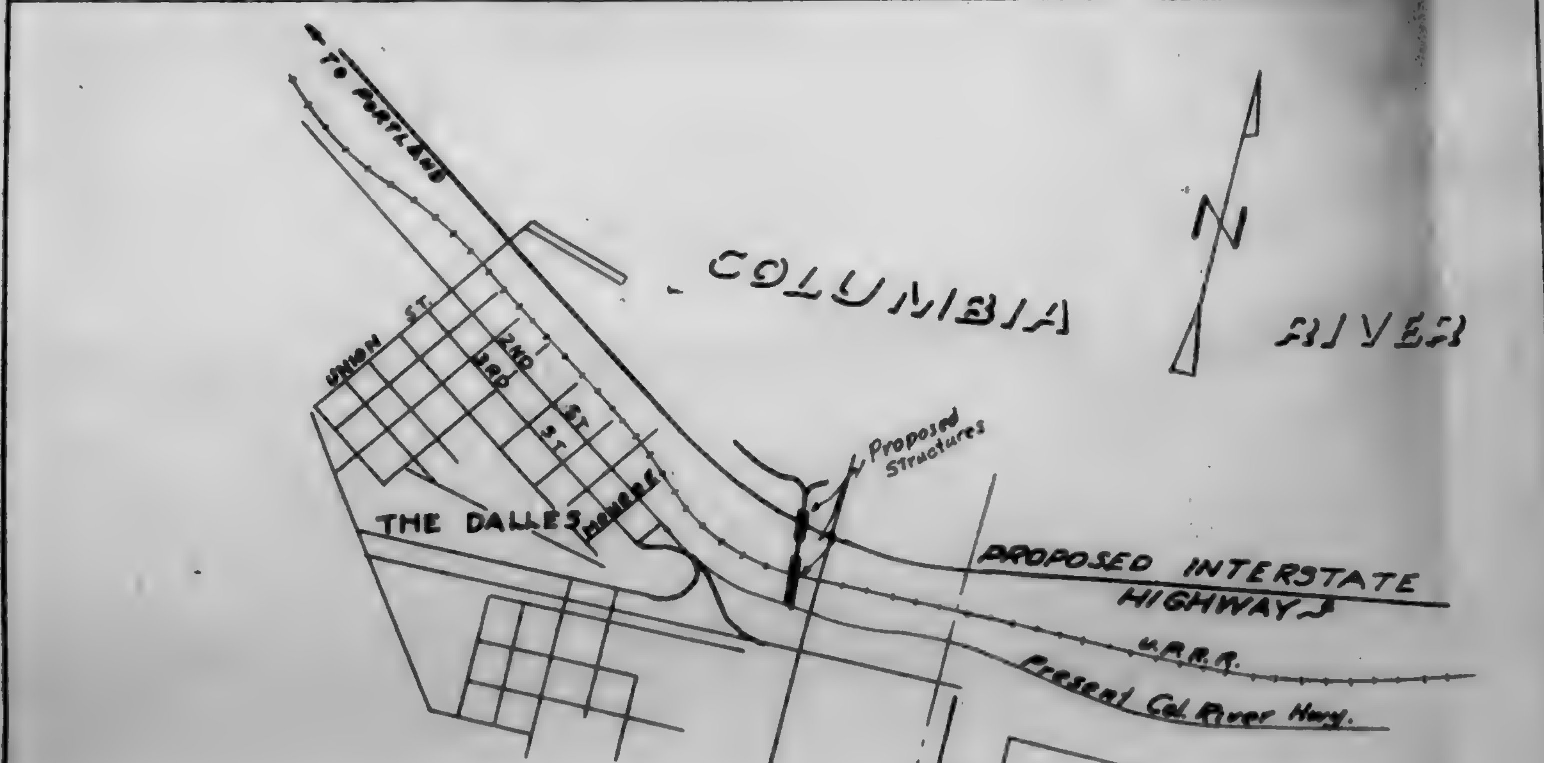
NOTE BOOK

NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



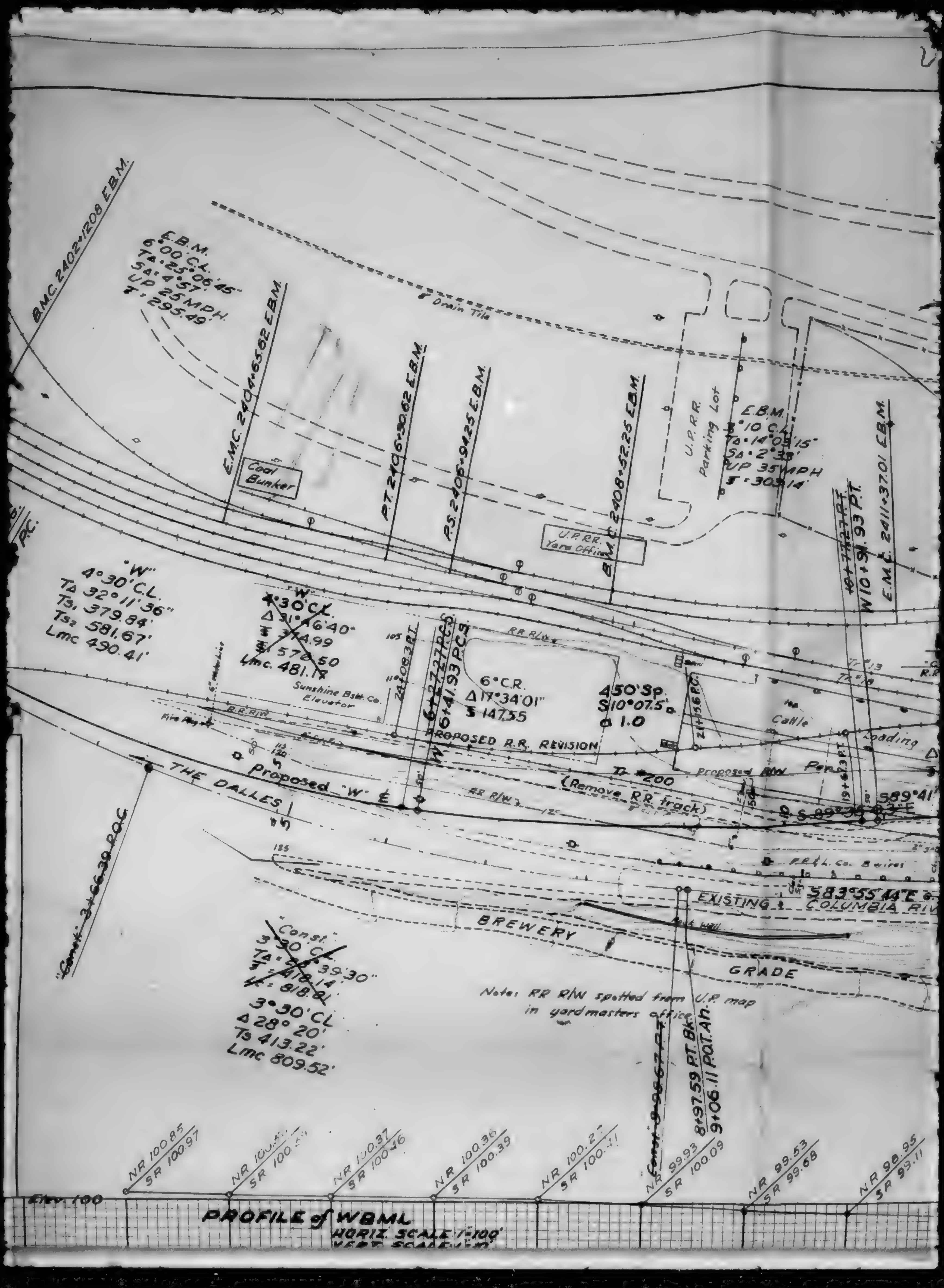
SKETCH SHOWING
INTERSECTION ANGLES
& STATIONING
Angles are from Tangent to Tangent

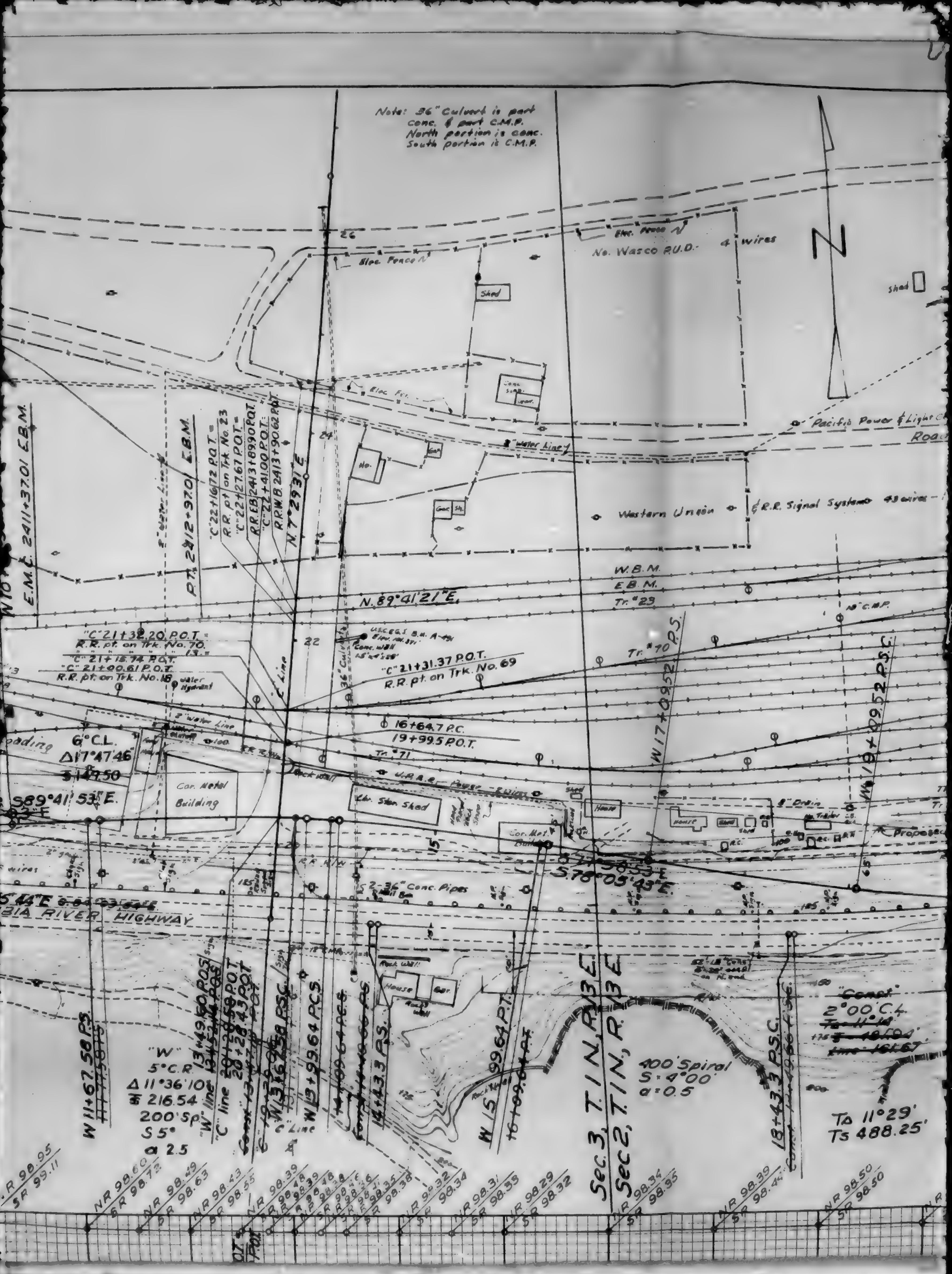


VICINITY MAP

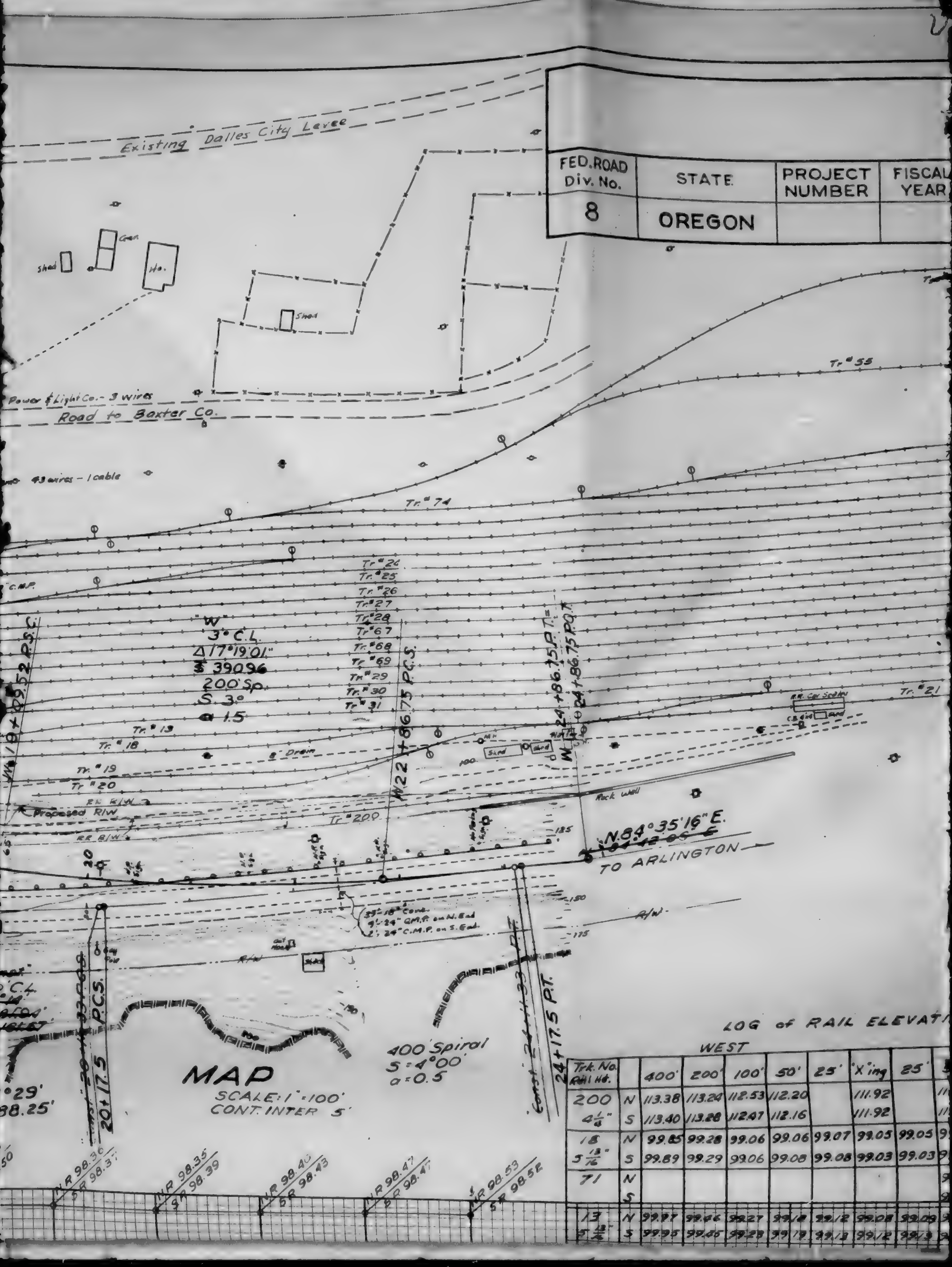
B.M.

Elev.


B.M.C. 2402+12.08 E.B.M.
E.B.M.
6°00' C.L.
TΔ 25°06'45"
SΔ 4°57'
UP 25 MPH
T 295.49
8" Drain Tile
E.M.C. 2404+65.62 E.B.M.
P.T. 2406+30.62 E.B.M.
P.S. 2406+94.25 E.B.M.
B.M.C. 2408+52.25 E.B.M.
U.P.R.R. Parking Lot
E.B.M.
3°10' C.L.
TΔ 14°03'15"
SΔ 2°38'
UP 35 MPH
T 303.14
~~10+77.27 P.T.~~
W 10+91.93 P.T.
E.M.C. 2411+37.01 E.B.M.
Coal Bunker
U.P.R.R. Yard Office
P.C.
"W"
4°30' C.L.
TΔ 32°11'36"
Ts1 379.84'
Ts2 581.67'
Lmc 490.41'
~~"W"~~
~~4°30' C.L.~~
~~Δ 31°46'40"~~
~~T 374.99~~
~~T 572.50~~
~~Lmc. 481.17~~
R.R. R/W
24+08.3 P.T.
~~6+27.27 P.C.S.~~
W 6+41.93 P.C.S.
6° C.R.
Δ 17°34'01"
T 147.55
450' Sp.
S10°07.5'
a 1.0
21+15.6 P.C.
Cattle
Loading
Tr. #13
Sunshine Bskt. Co. Elevator
Fire Plug
R.R. R/W
PROPOSED R.R. REVISION
Proposed "W" ℄
THE DALLES
Tr. #200
(Remove R.R. track)
Proposed R/W
Pens
19+61.3 P.T.
S89°41'
S89°35'
R.R. R/W
P.P. & L. Co. 8 wires
EXISTING ℄
S83°55'44"E
COLUMBIA RIV
BREWERY
GRADE
~~"Const." 3+66.39 P.O.C.~~
~~"Const."~~
~~3°30' C.L.~~
~~TΔ 28°39'30"~~
~~T 418.14~~
~~L 818.81~~
3°30' C.L.
Δ 28° 20'
Ts 413.22'
Lmc 809.52'
Note: RR R/W spotted from U.P. map in yardmasters office.
~~"Const." 9+99.67 P.T.~~
8+97.59 P.T. Bk.
9+06.11 P.O.T. Ah.
NR 100.85
SR 100.97
NR 100.5
SR 100.5
NR 100.37
SR 100.46
NR 100.36
SR 100.39
NR 100.2
SR 100.1
NR 99.93
SR 100.09
NR 99.53
SR 99.68
NR 98.95
SR 99.11
Elev. 100
PROFILE of WBML
HORIZ. SCALE 1"=100'
VERT. SCALE 1"=10'


Note: 36" Culvert is part Conc. & part C.M.P. North portion is conc. South portion is C.M.P.
N
Elec. Fence
Elec. Fence
No. Wasco P.U.D. 4 wires
Shed
Shed
Conc. Stg.
Pacific Power & Light Co.
Road
8" Water Line
Western Union
R.R. Signal Systems 43 wires
Ho.
Gar.
Conc. Stg.
E.M.C. 2411+37.01 E.B.M.
P.T. 2412+97.01 E.B.M.
"C" 22+16.72 P.O.T. = R.R. pt. on Trk. No. 23
"C" 22+27.61 P.O.T. = R.R. E.B. 2413+89.90 P.O.T.
"C" 22+41.00 P.O.T. = R.R. W.B. 2413+90.62 P.O.T.
N. 7°29'31" E.
26
24
22
W.B.M.
E.B.M.
Tr. #23
N. 89°41'21" E.
Tr. #70
W 17+09.52 P.S.
W 19+09.52 P.S.C.
18" C.M.P.
"C" 21+32.20 P.O.T. = R.R. pt. on Trk. No. 70
"C" 21+15.74 P.O.T.
"C" 21+00.61 P.O.T. = R.R. pt. on Trk. No. 18
Water Hydrant
USC&GS B.M. A-191
Conc. Wall
36" Culvert
"C" 21+31.37 P.O.T. R.R. pt. on Trk. No. 69
C Line
16+64.7 P.C.
19+99.5 P.O.T.
Tr. #71
2" Water Line
6° C.L.
Δ 17°47'46"
T 149.50
S 89°41'53" E.
Cor. Metal Building
Rock Wall
U.P.R.R. Power Line
Elec. Stn. Shed
Cor. Met. Building
House
House
8" Drain
Trailer
Proposed
S. 78°03'43" E.
S 2-36" Conc. Pipes
R.R. R/W
Wires
BIA RIVER HIGHWAY
Rock Wall
House
Gar.
Rock Wall
W 11+67.58 P.S.
"W" 5° C.R. Δ 11°36'10" T 216.54 200' Sp. S 5° a 2.5
"W" line 13+49.50 P.O.S.
"C" line 20+28.43 P.O.T.
W 13+67.58 P.S.C.
W 13+99.64 P.C.S.
14+43.3 P.S.
C Line
W 15+99.64 P.T.
Sec. 3, T. 1 N., R. 13 E.
Sec. 2, T. 1 N., R. 13 E.
400' Spiral S: 4°00' a: 0.5
18+43.3 P.S.C.
Const. 2°00' C.L.
Δ 11°29'
Ts 488.25'
NR 98.95 SR 99.11
NR 98.60 SR 98.72
NR 98.49 SR 98.63
NR 98.43 SR 98.55
NR 98.39
NR 98.32 SR 98.34
NR 98.31 SR 98.33
NR 98.29 SR 98.32
NR 98.34 SR 98.35
NR 98.39 SR 98.44
NR 98.50 SR 98.50

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

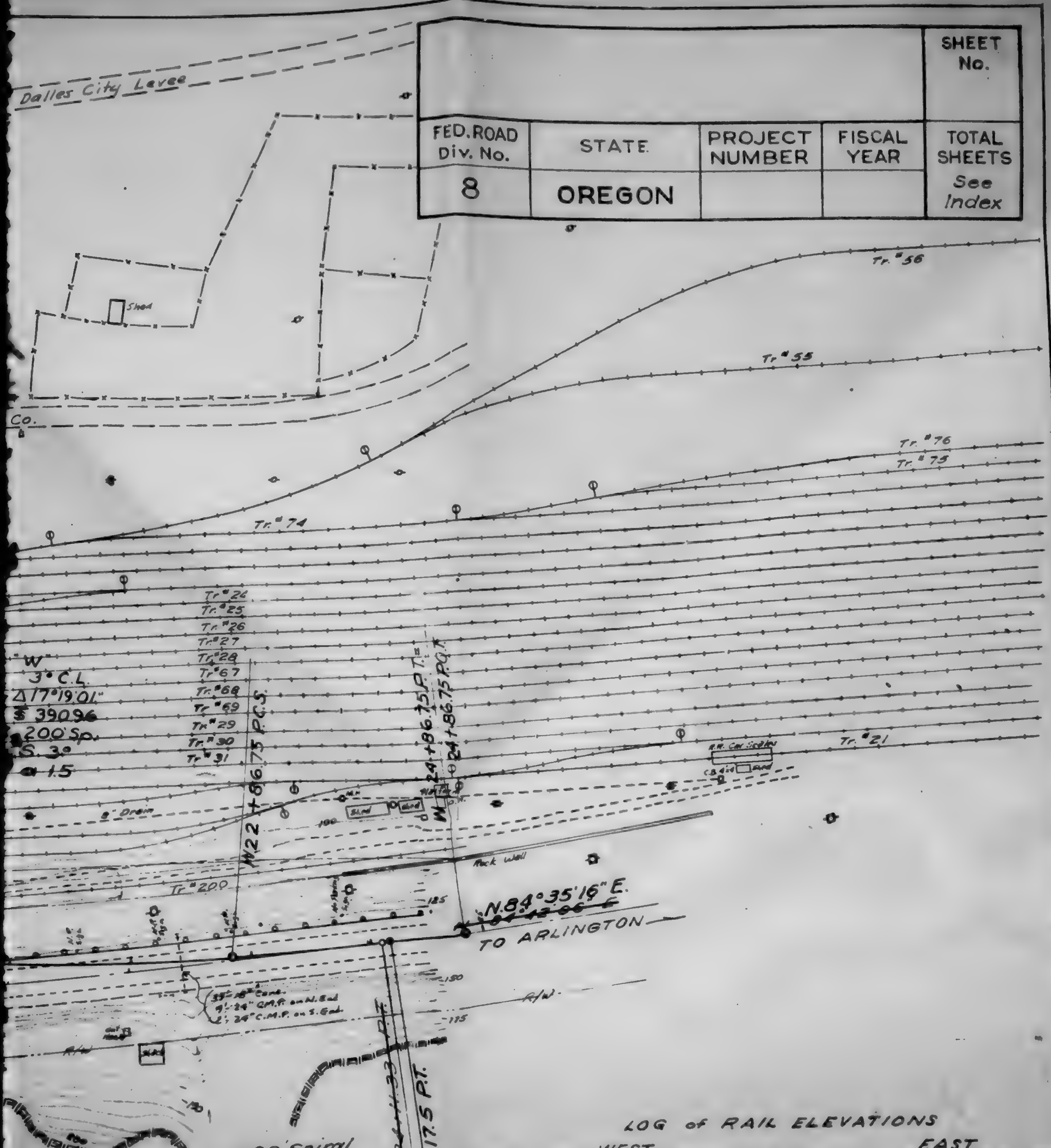


LOG of RAIL ELEVAT

WEST

Trk. No. Rail Ht.		400'	200'	100'	50'	25'	"X"ing	25'
200	N	113.38	113.24	112.53	112.20		111.92	
4 1/4"	S	113.40	113.28	112.47	112.16		111.92	
18	N	99.85	99.28	99.06	99.06	99.07	99.05	99.05
5 13/16"	S	99.89	99.29	99.06	99.08	99.08	99.03	99.03
71	N							
	S							
13	N	99.97	99.46	99.27	99.18	99.12	99.08	99.09
5 13/16"	S	99.95	99.45	99.29	99.19	99.13	99.12	99.13

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

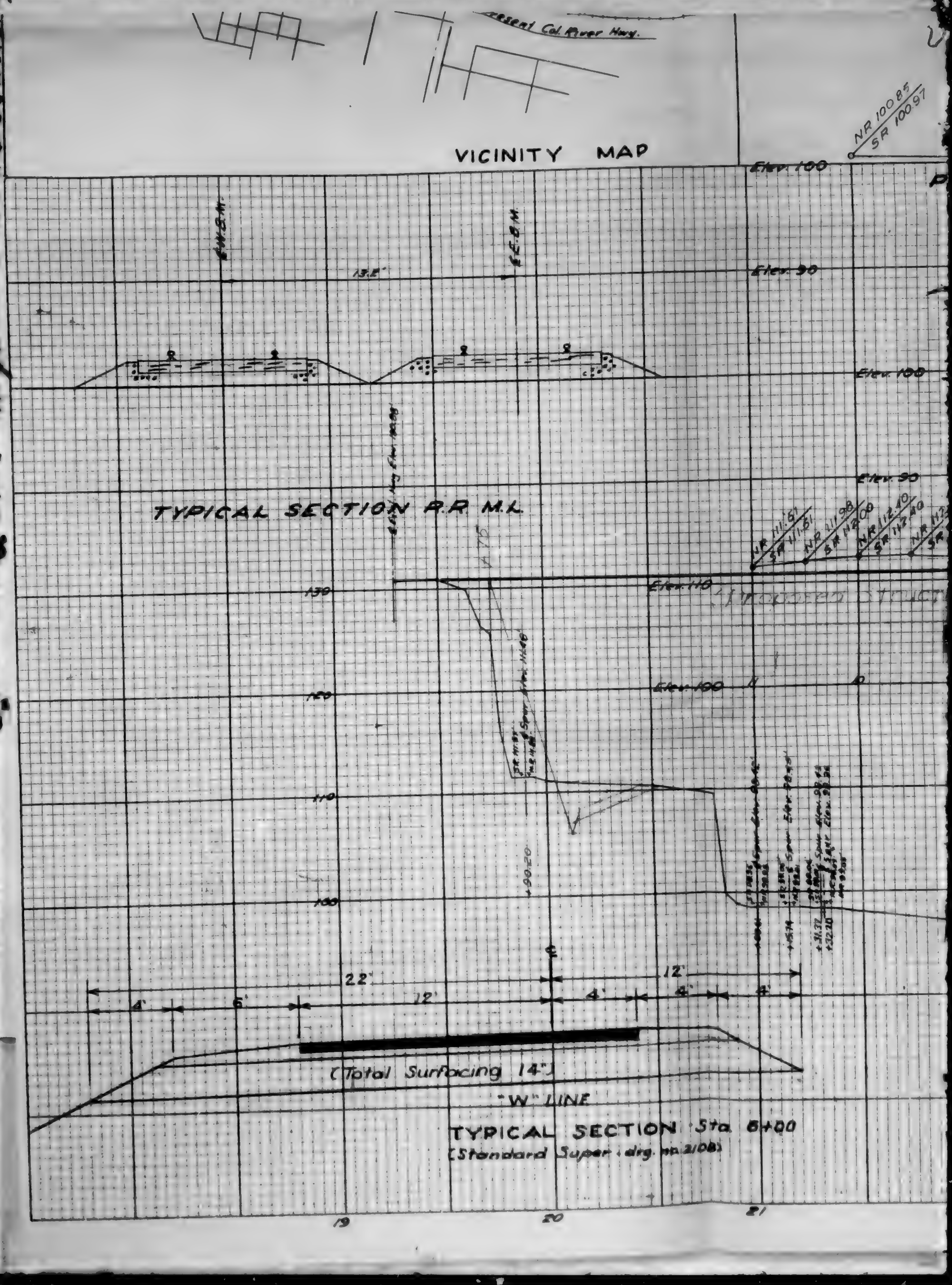


MAP
SCALE: 1"=100'
CONT. INTER 5'

N R 98.40 S R 98.43
N R 98.47 S R 98.4
N R 98.53 S R 98.52
98.35 98.39

LOG of RAIL ELEVATIONS

		WEST						EAST				
Trk. No. Rail Ht.		400'	200'	100'	50'	25'	"X"ing	25'	50'	100'	200'	400'
200	N	113.38	113.24	112.53	112.20		111.92		111.79	111.46	110.44	108.58
4 1/4"	S	113.40	113.28	112.47	112.16		111.92		111.79	111.42	110.43	108.58
18	N	99.85	99.28	99.06	99.06	99.07	99.05	99.05	99.00	99.06	99.12	98.83
5 13/16"	S	99.89	99.29	99.06	99.08	99.08	99.03	99.03	99.01	99.07	99.10	98.85
71	N								99.00	99.06	99.11	
	S								99.01	99.07	99.14	
13	N	99.97	99.46	99.27	99.18	99.12	99.08	99.09	99.08	99.02	99.11	98.93
5 13/16"	S	99.95	99.45	99.28	99.19	99.13	99.12	99.13	99.15	99.11	99.14	98.96

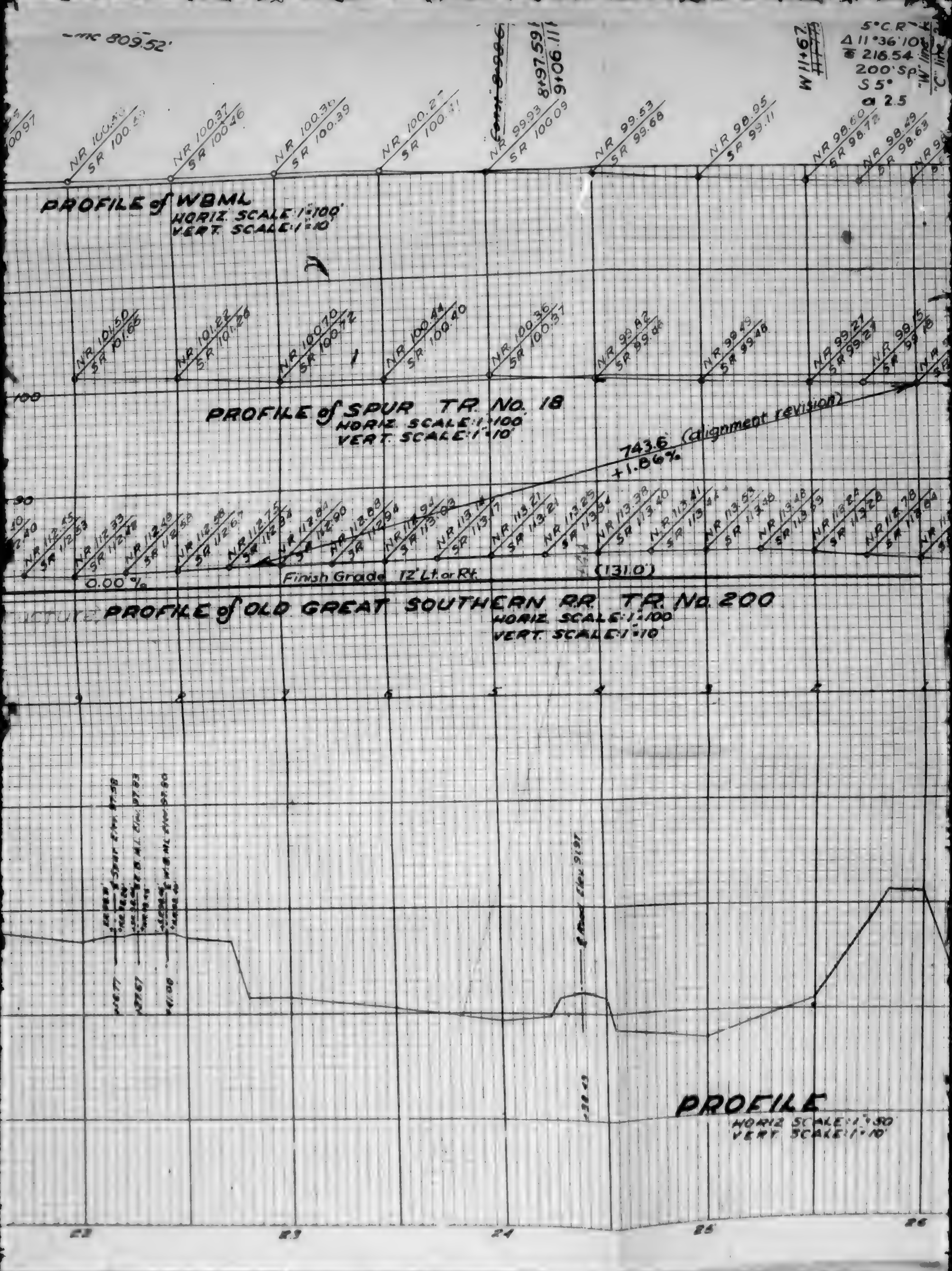

VICINITY MAP

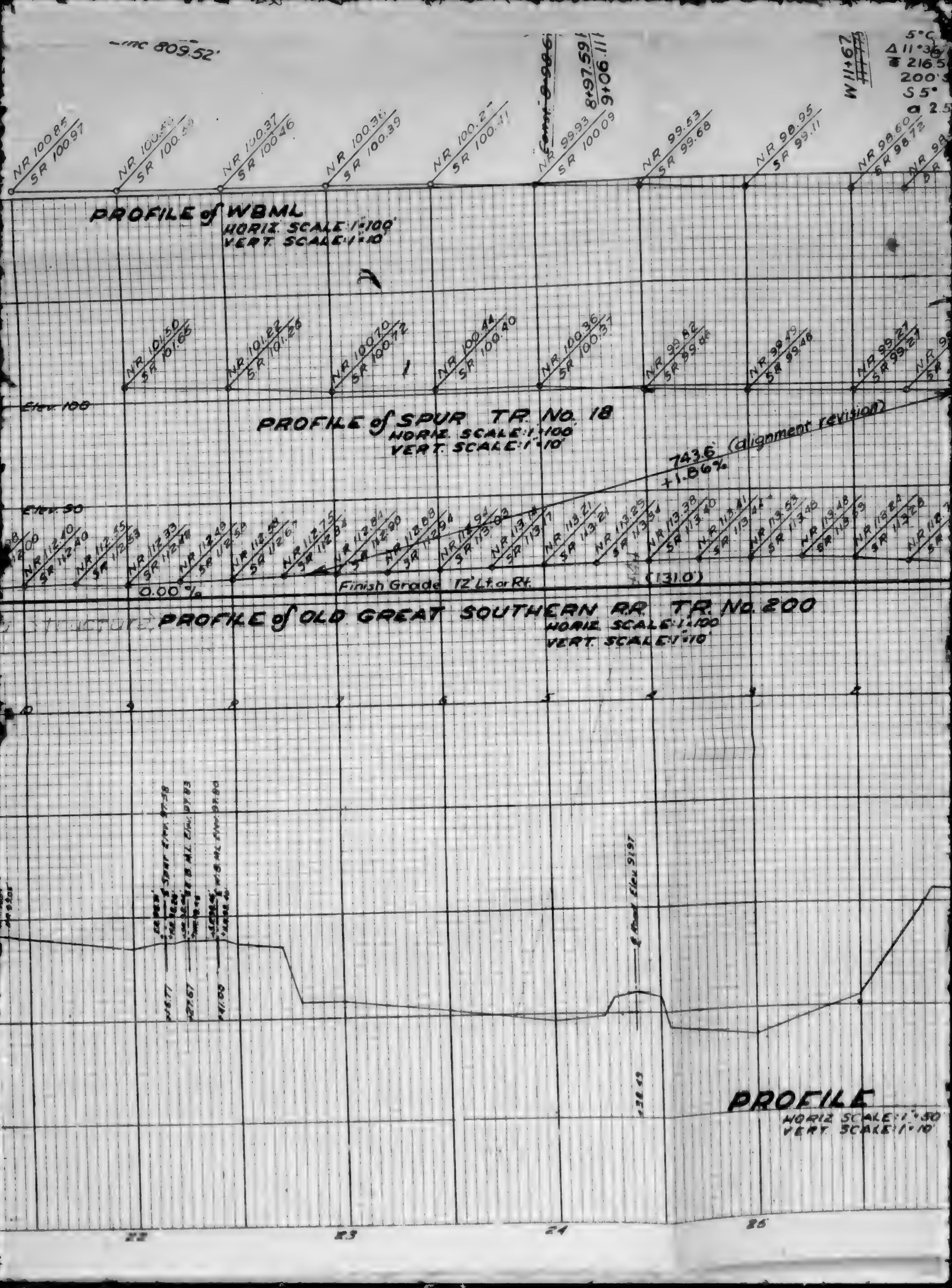
TYPICAL SECTION R.R. M.L.

"W" LINE

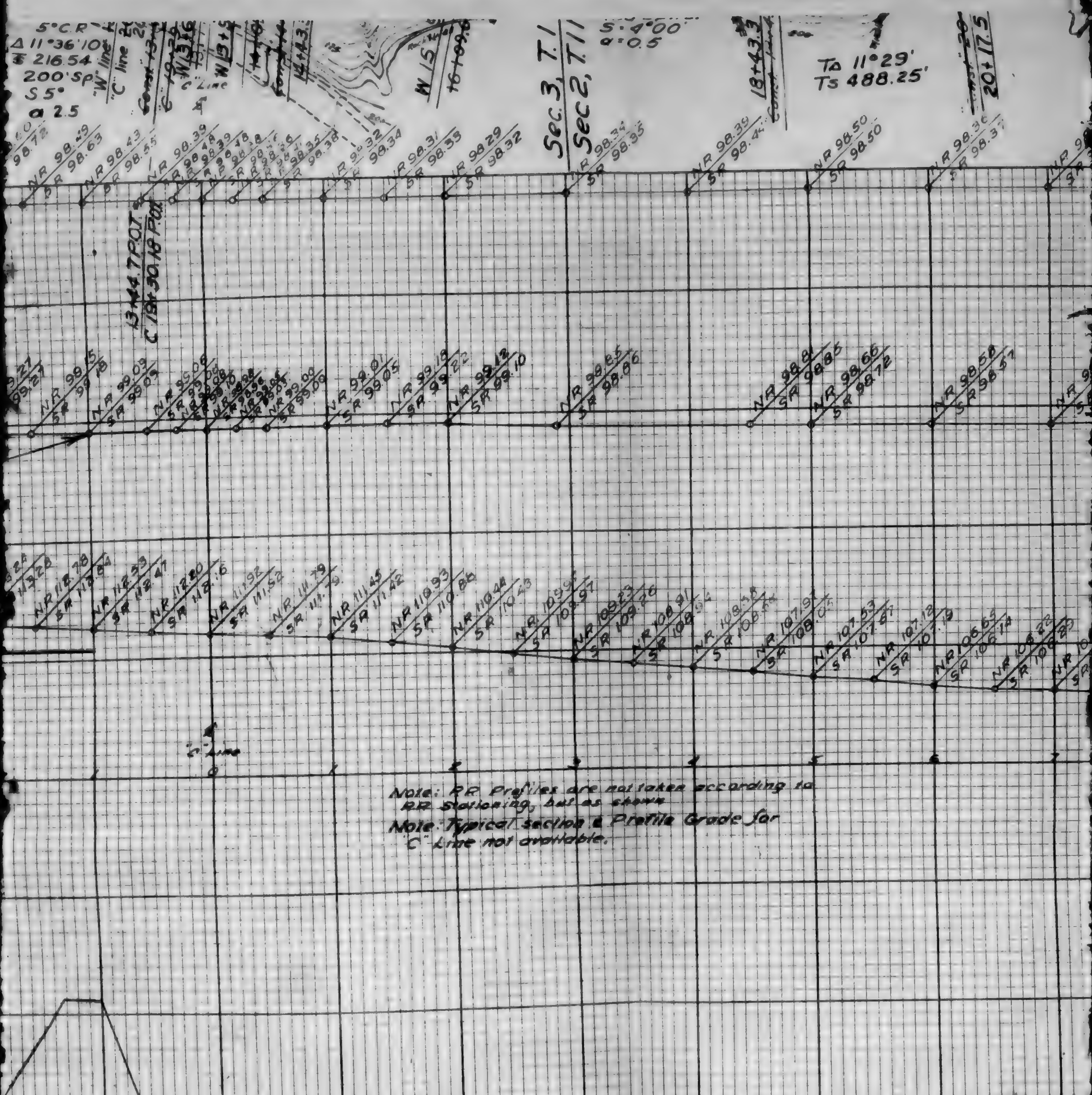
TYPICAL SECTION Sta. 6+00

(Standard Super. drg. no. 2106)


~~mc~~ 809.52'
~~Const. 8+98.6~~
8+97.59
9+06.11
W 11+67
5° C.R.
Δ 11°36'10"
216.54
200' Sp.
S 5°
a 2.5
"W" line
"C" line
100.97
NR 100.50 SR 100.59
NR 100.37 SR 100.46
NR 100.36 SR 100.39
NR 100.27 SR 100.31
NR 99.93 SR 100.09
NR 99.53 SR 99.68
NR 98.95 SR 99.11
NR 98.60 SR 98.72
NR 98.49 SR 98.63
PROFILE of WBML
HORIZ. SCALE 1"=100'
VERT. SCALE 1"=10'
NR 101.50 SR 101.66
NR 101.22 SR 101.26
NR 100.70 SR 100.72
NR 100.44 SR 100.40
NR 100.36 SR 100.37
NR 99.82 SR 99.86
NR 99.49 SR 99.46
NR 99.21 SR 99.21
NR 99.15 SR 99.18
100
PROFILE of SPUR T.R. No. 18
HORIZ. SCALE 1"=100'
VERT. SCALE 1"=10'
743.6 (alignment revision)
+1.86%
90
NR 112.45 SR 112.53
NR 112.33 SR 112.42
NR 112.49 SR 112.58
NR 112.58 SR 112.67
NR 112.75 SR 112.84
NR 112.84 SR 112.90
NR 112.88 SR 112.94
NR 112.94 SR 113.03
NR 113.14 SR 113.17
NR 113.21 SR 113.21
NR 113.25 SR 113.34
NR 113.38 SR 113.40
NR 113.41 SR 113.44
NR 113.53 SR 113.48
NR 113.48 SR 113.53
NR 112.84 SR 112.28
NR 112.78 SR 112.84
0.00%
Finish Grade 12' Lt. or Rt.
(131.0)
PROFILE of OLD GREAT SOUTHERN R.R. T.R. No. 200
HORIZ. SCALE 1"=100'
VERT. SCALE 1"=10'
Spur Elev. 97.98
G.S.R.R. Elev. 97.93
W.B.M.L. Elev. 97.90
Road Elev. 91.97
PROFILE
HORIZ. SCALE 1"=50'
VERT. SCALE 1"=10'
22
23
24
25
26



809.52'
8+97.59
9+06.11
W11+67
5°C
Δ 11°36'
216.5
200'
S 5°
a 2.5
NR 100.85 SR 100.97
NR 100.37 SR 100.46
NR 100.36 SR 100.39
NR 99.93 SR 100.09
NR 99.53 SR 99.68
NR 98.95 SR 99.11
NR 98.60 SR 98.72
PROFILE of WBML
HORIZ. SCALE 1"=100'
VERT. SCALE 1"=10'
NR 101.30 SR 101.66
NR 101.22 SR 101.26
NR 100.70 SR 100.72
NR 100.44 SR 100.40
NR 100.36 SR 100.37
NR 99.82 SR 99.86
NR 99.49 SR 99.46
NR 99.21 SR 99.21
Elev. 100
PROFILE of SPUR TR. No. 18
HORIZ. SCALE 1"=100'
VERT. SCALE 1"=10'
743.6' (alignment revision)
+1.86%
Elev. 90
NR 112.40 SR 112.40
NR 112.55 SR 112.53
NR 112.33 SR 112.48
NR 112.48 SR 112.58
NR 112.58 SR 112.67
NR 112.75 SR 112.84
NR 112.84 SR 112.90
NR 112.88 SR 112.94
NR 113.03
NR 113.21 SR 113.21
NR 113.25 SR 113.34
NR 113.38 SR 113.40
NR 113.41
NR 113.53 SR 113.48
NR 113.48 SR 113.53
NR 113.24 SR 113.28
0.00%
Finish Grade 12' Lt. or Rt.
(131.0')
PROFILE of OLD GREAT SOUTHERN R.R. TR. No. 200
HORIZ. SCALE 1"=100'
VERT. SCALE 1"=10'
Road Elev. 91.97
PROFILE
HORIZ. SCALE 1"=50'
VERT. SCALE 1"=10'
22
23
24
25



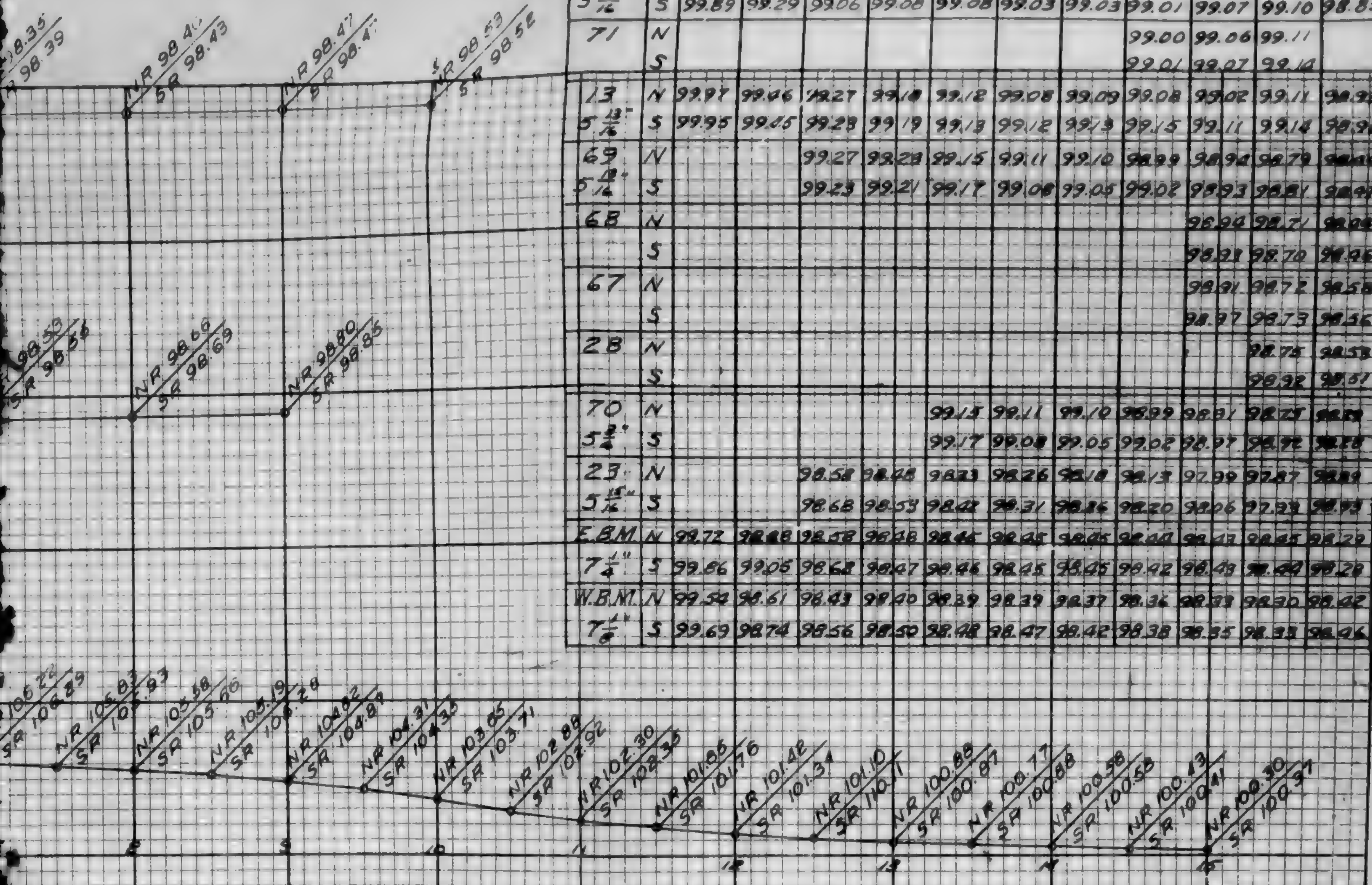
Note: R.R. Profiles are not taken according to R.R. Stationing, but as shown.

Note: Typical section & Profile Grade for "C" Line not available.

MAP
SCALE: 1" = 100'
CONT. INTER 5'

a=0.5

Rail No. Rail Ht.		400'	200'	100'	50'	25'	"X"ing	25'	50'	100'	200'	400'
200	N	113.38	113.24	112.53	112.20		111.92		111.79	111.45	110.44	108.58
4 1/4"	S	113.40	113.28	112.47	112.16		111.92		111.79	111.42	110.43	108.58
18	N	99.85	99.28	99.06	99.06	99.07	99.05	99.05	99.00	99.06	99.12	98.83
5 13/16"	S	99.89	99.29	99.06	99.08	99.08	99.03	99.03	99.01	99.07	99.10	98.85
71	N								99.00	99.06	99.11	
	S								99.01	99.07	99.10	
13	N	99.97	99.46	99.27	99.18	99.12	99.08	99.09	99.08	99.02	99.11	98.93
5 13/16"	S	99.95	99.45	99.23	99.19	99.13	99.12	99.13	99.15	99.11	99.14	98.96
69	N			99.27	99.23	99.15	99.11	99.10	98.99	98.94	98.79	[illegible]
5 13/16"	S			99.23	99.21	99.17	99.08	99.05	99.02	98.93	98.81	98.47
68	N									98.94	98.71	[illegible]
	S									98.93	98.70	98.46
67	N									98.91	98.72	98.58
	S									98.97	98.73	98.56
28	N										98.75	98.53
	S										98.92	98.51
70	N					99.15	99.11	99.10	98.99	98.91	98.75	98.29
5 3/4"	S					99.17	99.08	99.05	99.02	98.97	98.92	98.28
23	N			98.58	98.48	98.33	98.26	98.18	98.13	97.99	97.87	98.89
5 15/16"	S			98.68	98.53	98.42	98.31	98.26	98.20	98.06	97.93	98.93
E.B.M.	N	99.72	98.88	98.58	98.48	98.45	98.25	98.05	98.40	98.43	98.45	98.29
7 1/4"	S	99.86	99.05	98.62	98.47	98.46	98.45	98.45	98.42	98.43	98.44	98.28
W.B.M.	N	99.54	98.61	98.43	98.40	98.39	98.39	98.37	98.36	98.33	98.30	98.42
7 1/8"	S	99.69	98.74	98.56	98.50	98.48	98.47	98.42	98.38	98.35	98.33	98.46



O.S.H.D.
P.U.C. VICINITY MAP

BREWERY GRADE INTERCHANGE

COLUMBIA RIVER HIGHWAY
WASCO COUNTY

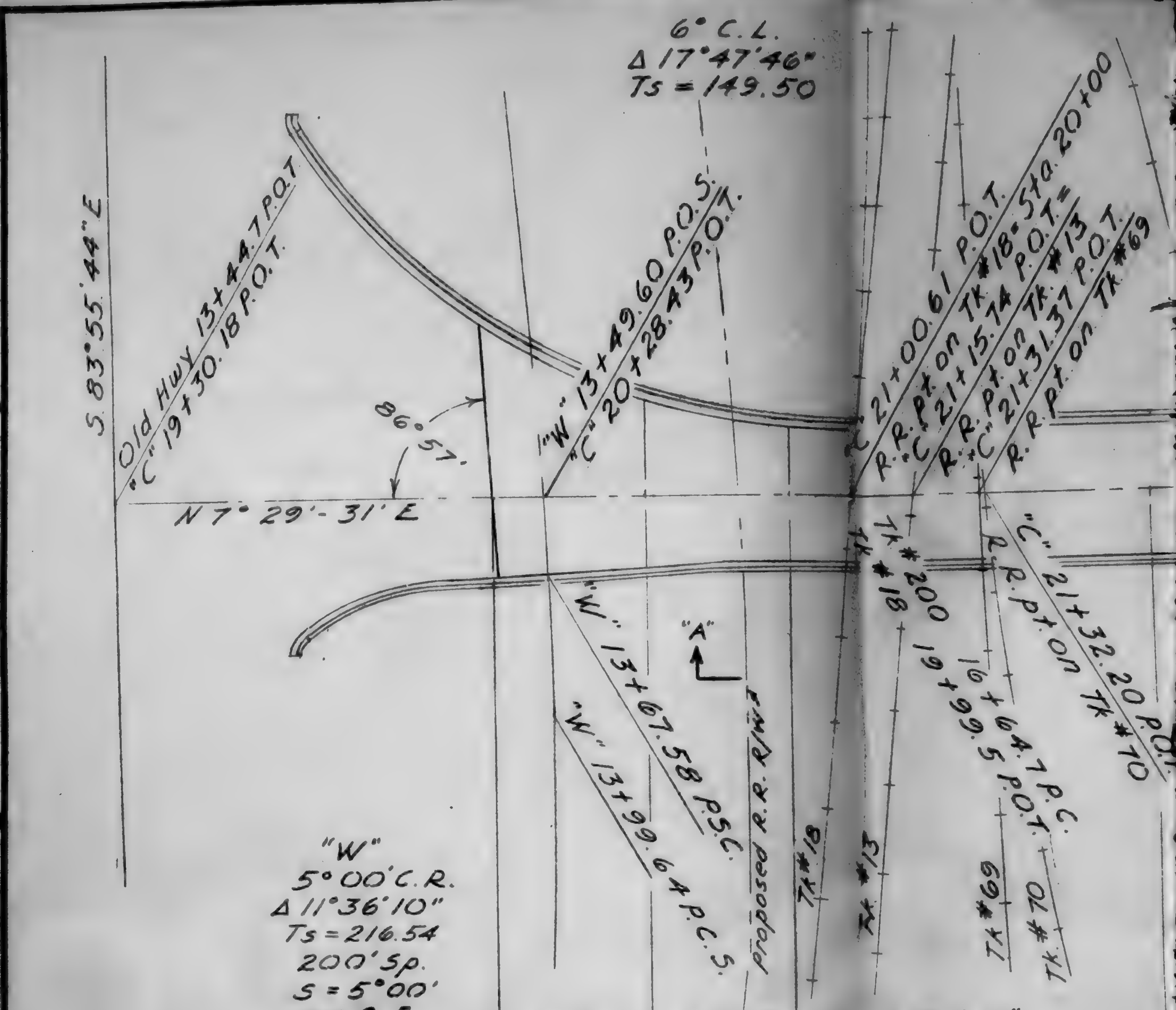
H.S. COULTER, RES. ENGR.

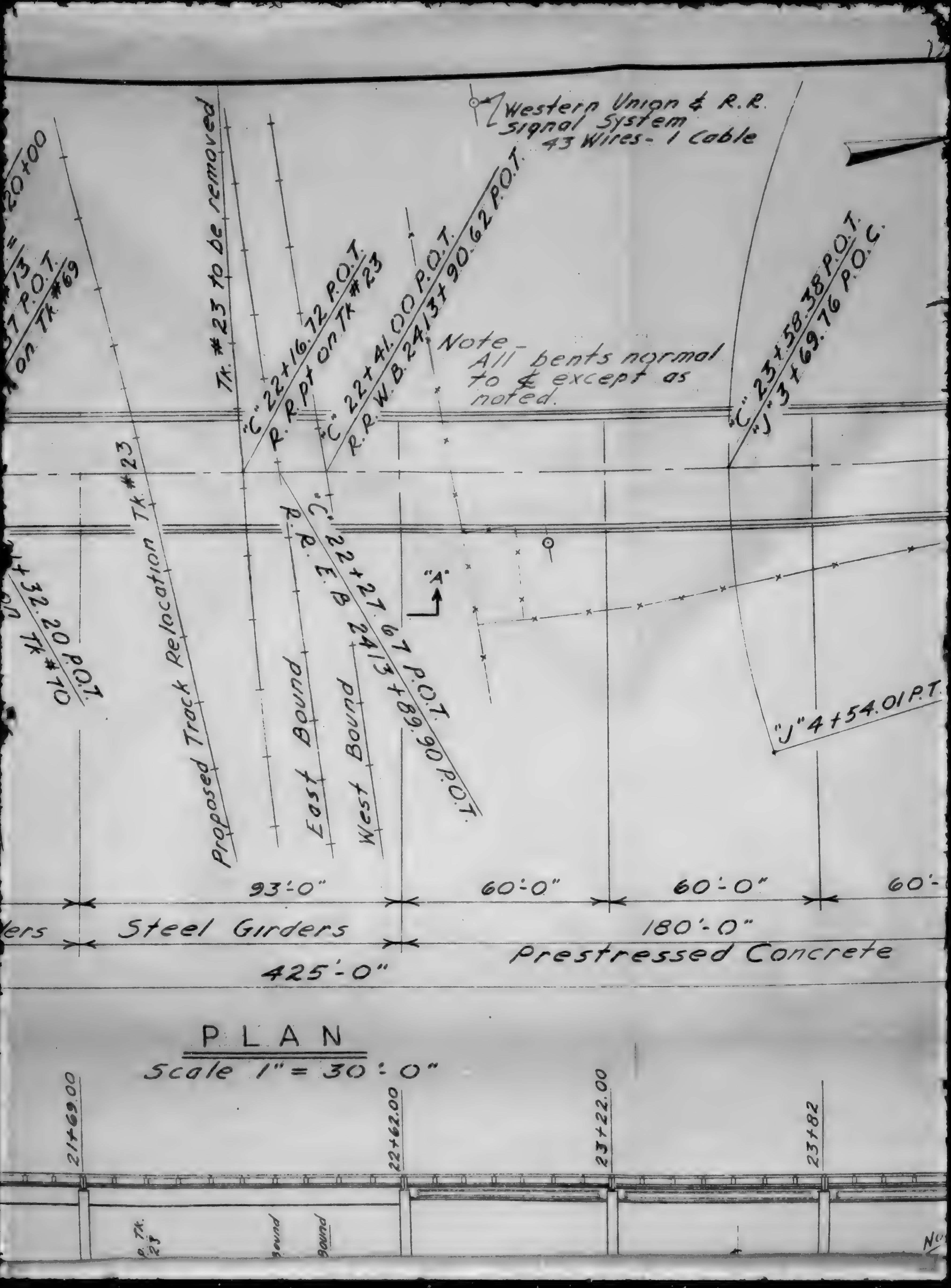
NOVEMBER, 1959
Revised 2-24-60

Br.# 8804

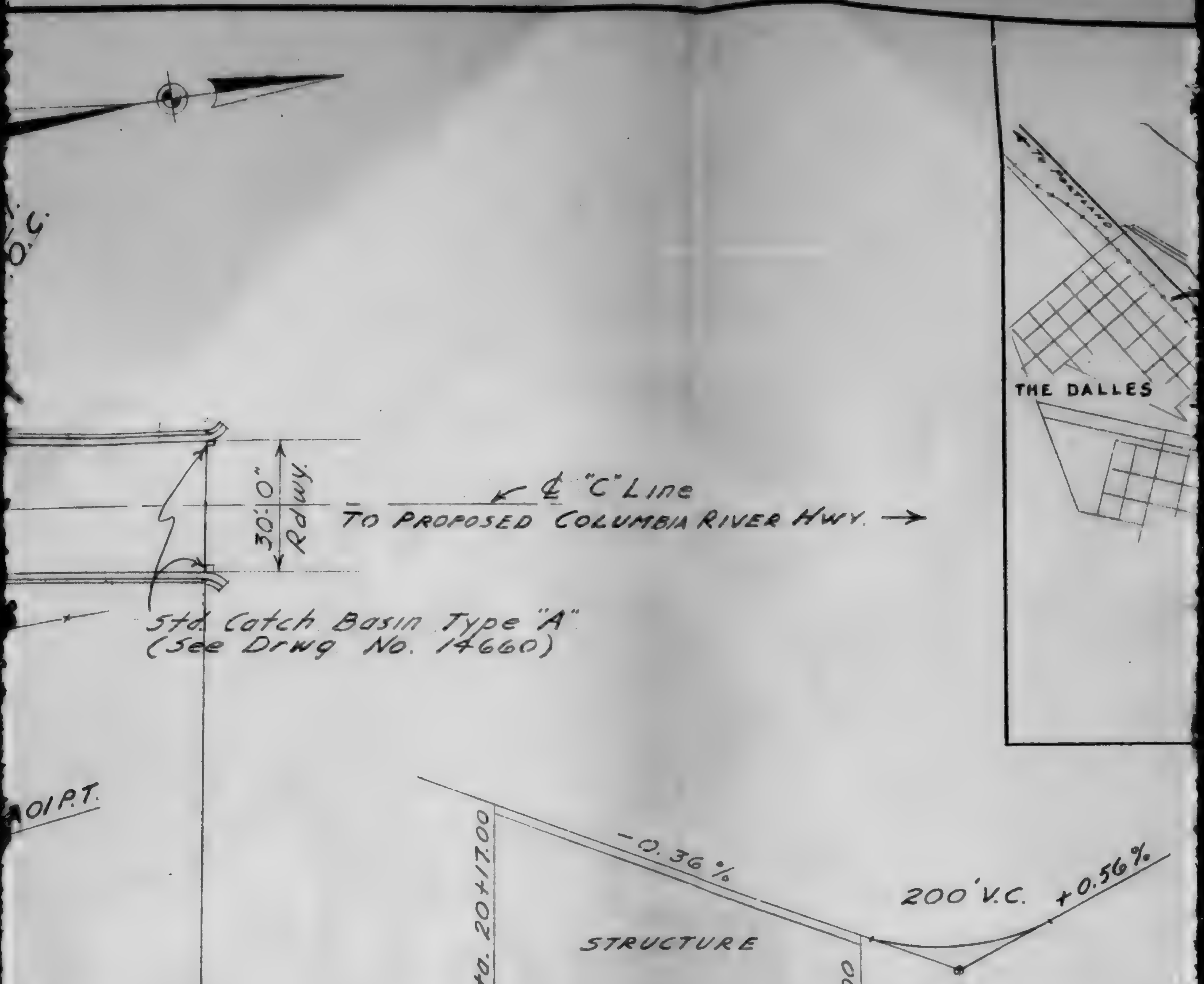
Dwg.# 15499

31 32


6° C.L.
Δ 17°47'46"
Ts = 149.50
S. 83°55'44" E
Old Hwy 13+44.7 P.O.T.
"C" 19+30.18 P.O.T.
86°57'
N 7° 29'-31' E
"W" 13+49.60 P.O.S.
"C" 20+28.43 P.O.T.
"C" 21+00.61 P.O.T.
R.R. pt. on Tk.#18=Sta. 20+00
"C" 21+15.74 P.O.T.=
R.R. pt. on Tk. #13
"C" 21+31.37 P.O.T.
R.R. pt. on Tk. #69
"W" 13+67.58 P.S.C.
"W" 13+99.64 P.C.S.
"A"
Proposed R.R. R/W
Tk. #18
Tk. #200
Tk. #13
16+64.7 P.C.
19+99.5 P.O.T.
"C" 21+32.20 P.O.T.
R.R. pt. on Tk. #70
Tk. #69
Tk. #70
"W"
5°00' C.R.
Δ 11°36'10"
Ts = 216.54
200' Sp.
S = 5°00'
a = 2.5
33'-0"
33'-0"
86'-0"
66'-0"
Steel Girders
RCDG
Std. Pipe Parapet Handrail
(See Drwg. No. 14657)
℄ Exist. Hwy.
-0.36%
20+17.00
20+50.00
20+83.00
21+69.00
1½:1 Sl.
Fill
"W" ℄ Line
#18
#13
#69
#70



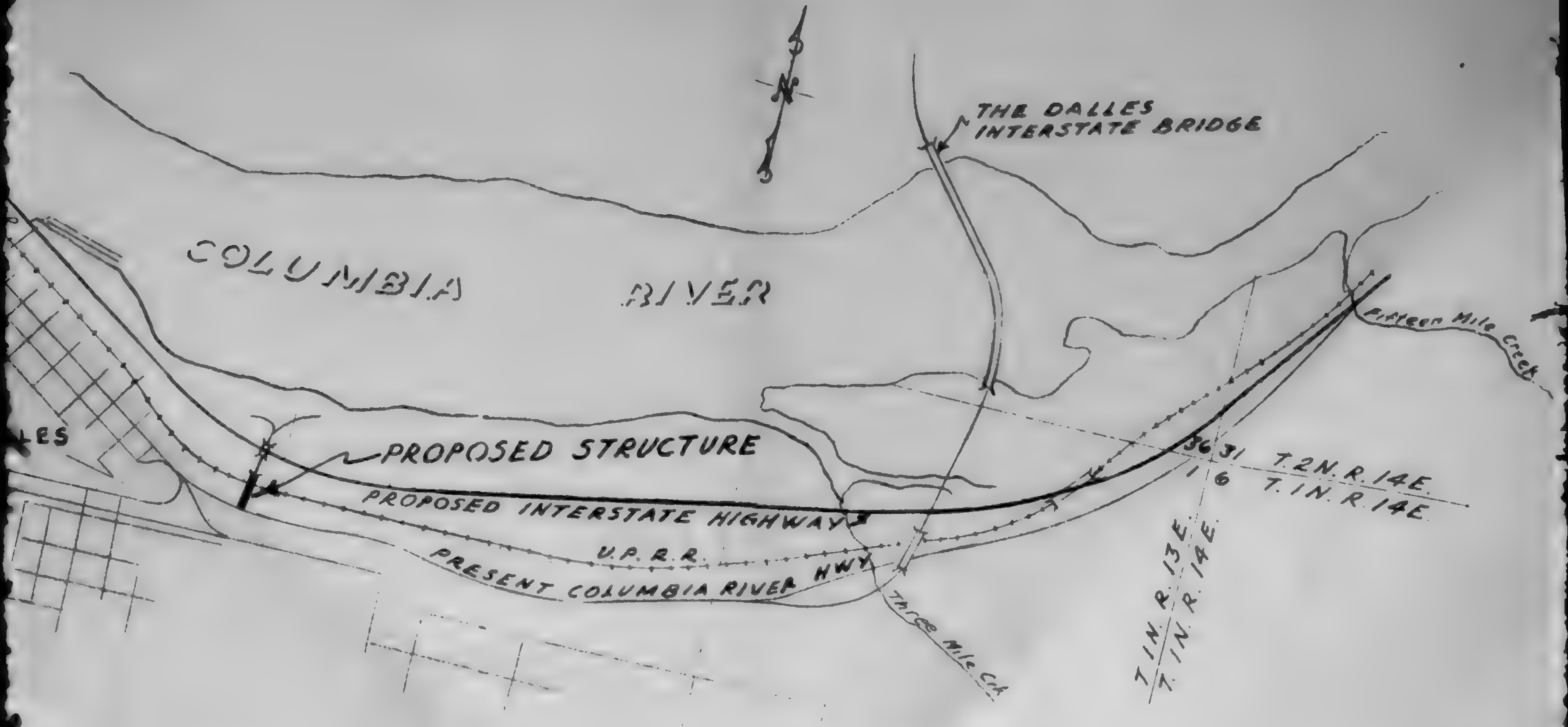
Western Union & R.R. Signal System 43 Wires - 1 Cable
20+00
#13
7 P.O.T.
on Tk #69
Tk. #23 to be removed
"C" 22+16.72 P.O.T.
R.R. pt on Tk #23
"C" 22+41.00 P.O.T.
R.R. W.B. 2413+90.62 P.O.T.
"C" 23+58.38 P.O.T.
"J" 3+69.76 P.O.C.
Note - All bents normal to ℄ except as noted.
Proposed Track Relocation Tk. #23
+32.20 P.O.T.
Tk #70
East Bound
West Bound
"C" 22+27.67 P.O.T.
R.R. E.B. 2413+89.90 P.O.T.
"A"
"J" 4+54.01 P.T.
93'-0"
60'-0"
60'-0"
60'-0"
ders
Steel Girders
180'-0"
Prestressed Concrete
425'-0"
PLAN
Scale 1" = 30'-0"
21+69.00
22+62.00
23+22.00
23+82
P. Tk. 23
Bound
Bound



GRADE LINE DIAGRAM

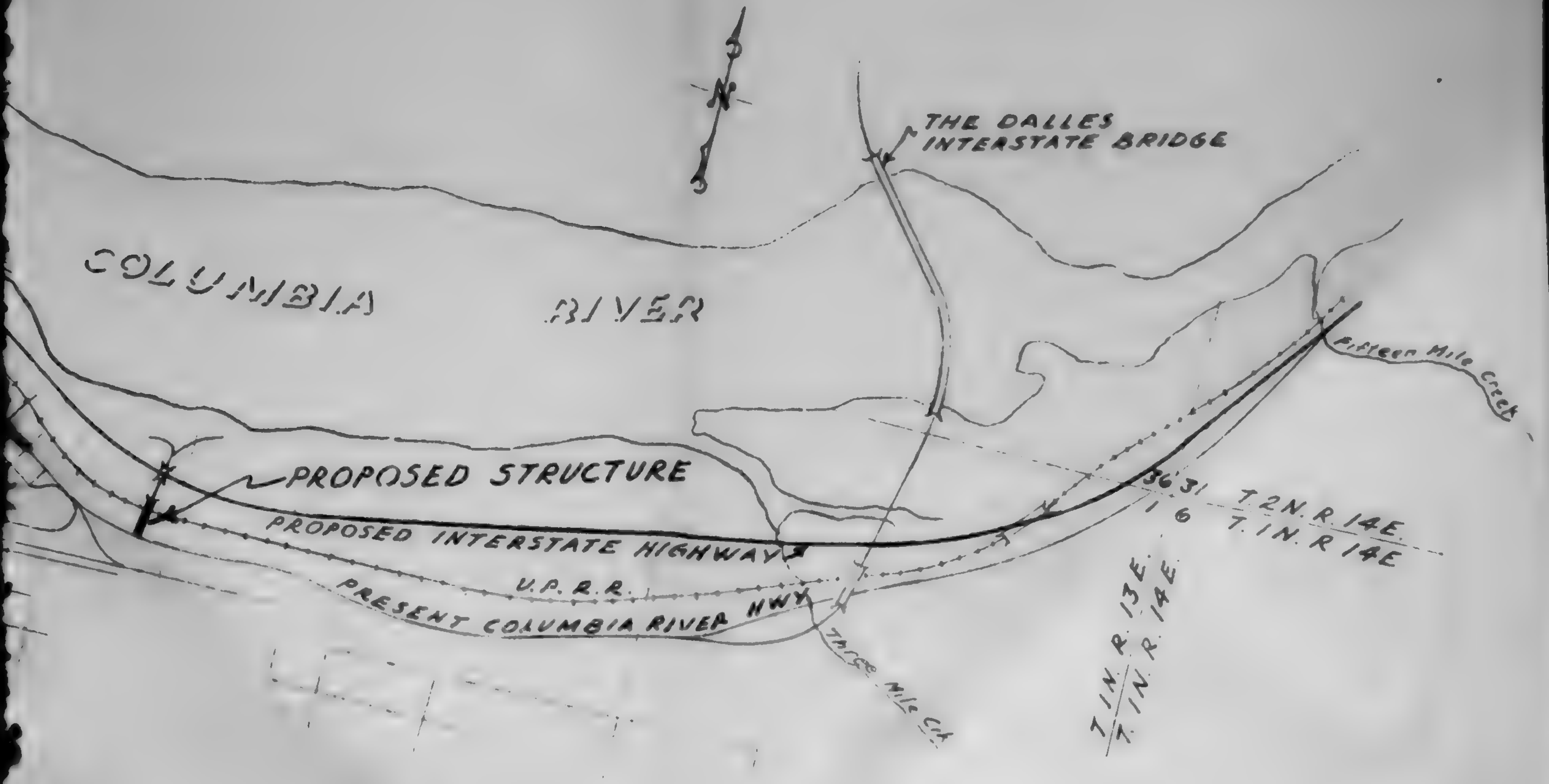
No Scale

(Fin. Grade 12' L. & R.)

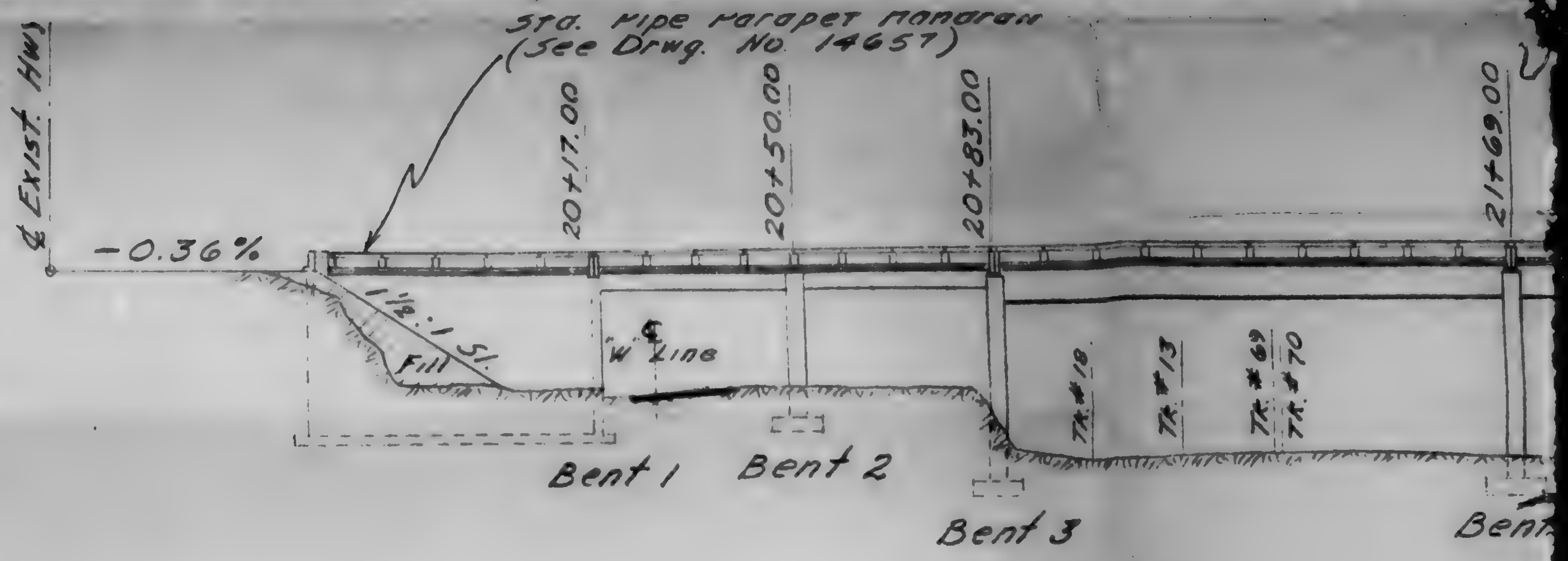


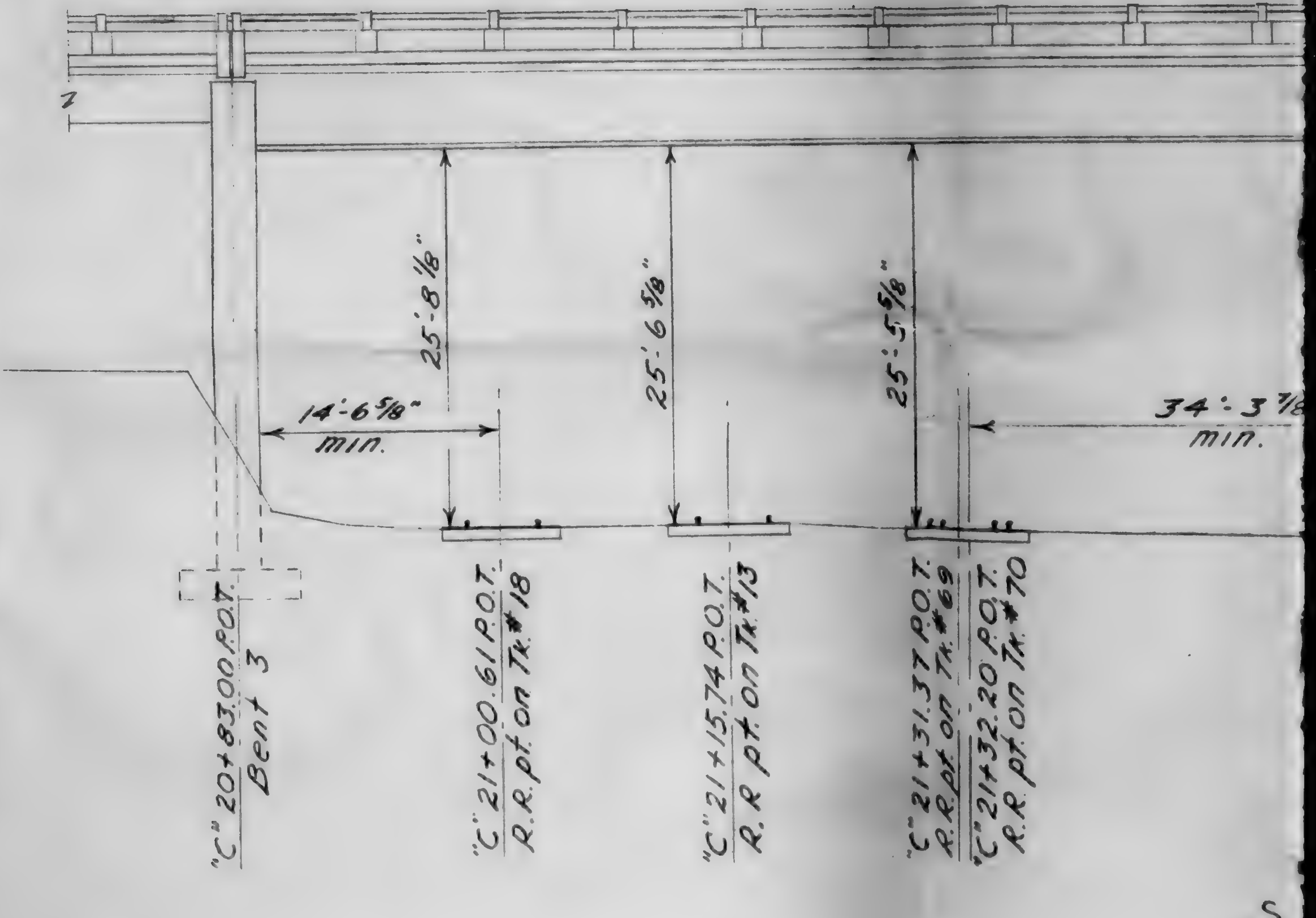
VICINITY MAP

56%



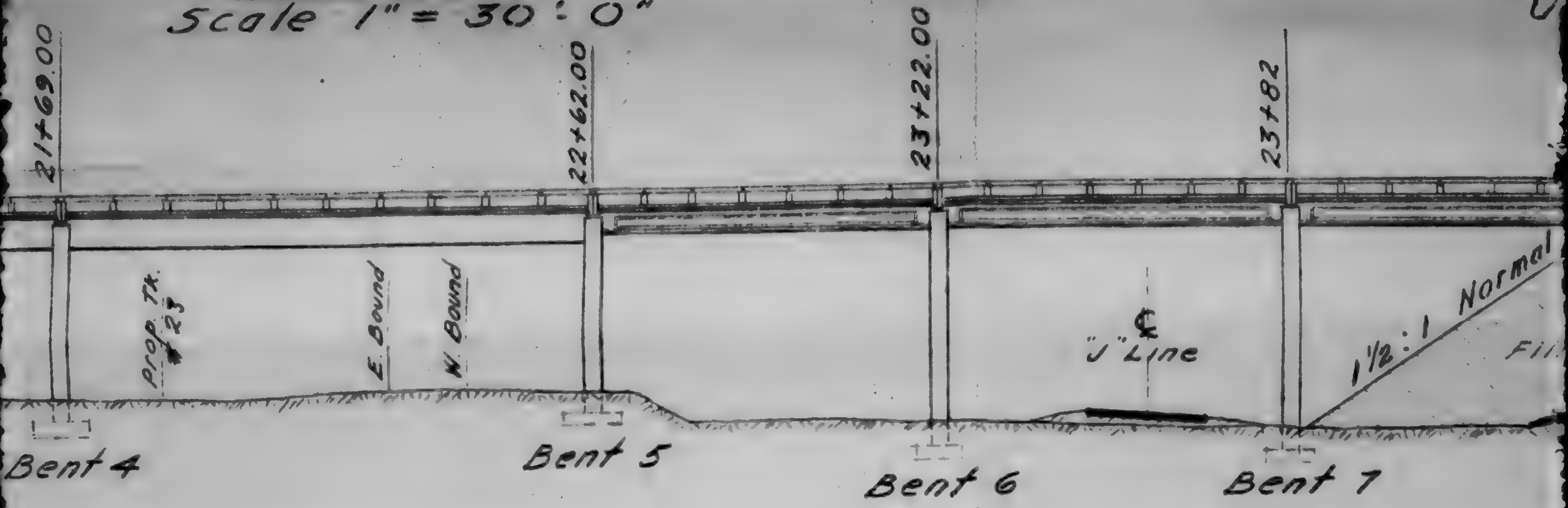
VICINITY MAP


Std. Pipe Parapet Handrail
(See Drwg. No. 14657)
℄ Exist. Hwy.
-0.36%
1½:1 Sl.
Fill
"W" Line ℄
20+17.00
20+50.00
20+83.00
21+69.00
Tk. #18
Tk. #13
Tk. #69
Tk. #70
Bent 1
Bent 2
Bent 3
Bent


1
25'-8⅛"
25'-6⅝"
25'-5⅝"
14'-6⅝"
min.
34'-3⅞
min.
"C" 20+83.00 P.O.T.
Bent 3
"C" 21+00.61 P.O.T.
R.R. pt. on Tk. #18
"C" 21+15.74 P.O.T.
R.R. pt. on Tk. #13
"C" 21+31.37 P.O.T.
R.R. pt. on Tk. #69
"C" 21+32.20 P.O.T.
R.R. pt. on Tk. #70

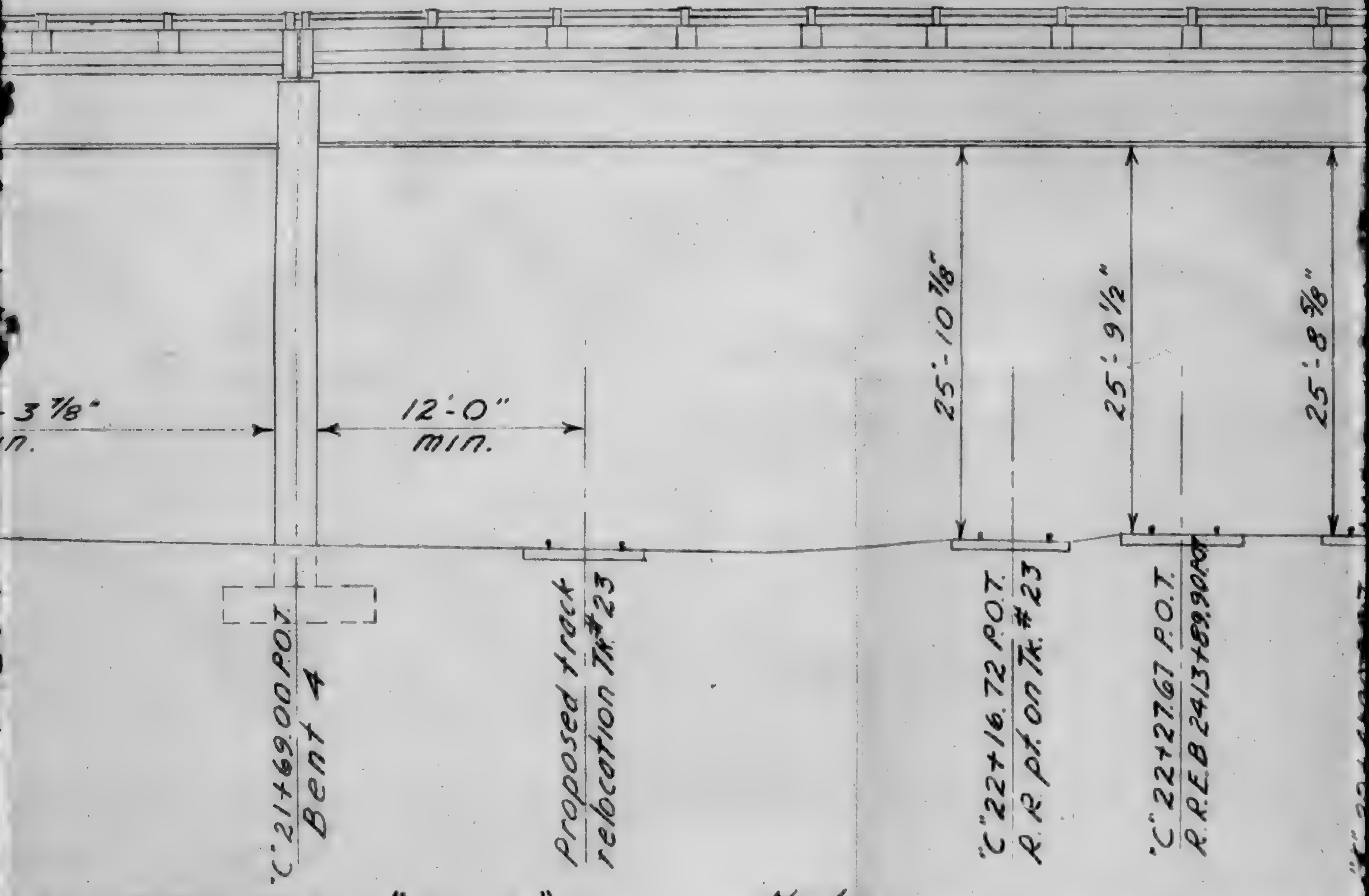
S

Scale 1" = 30'-0"



ELEVATION

Scale 1" = 30'-0"



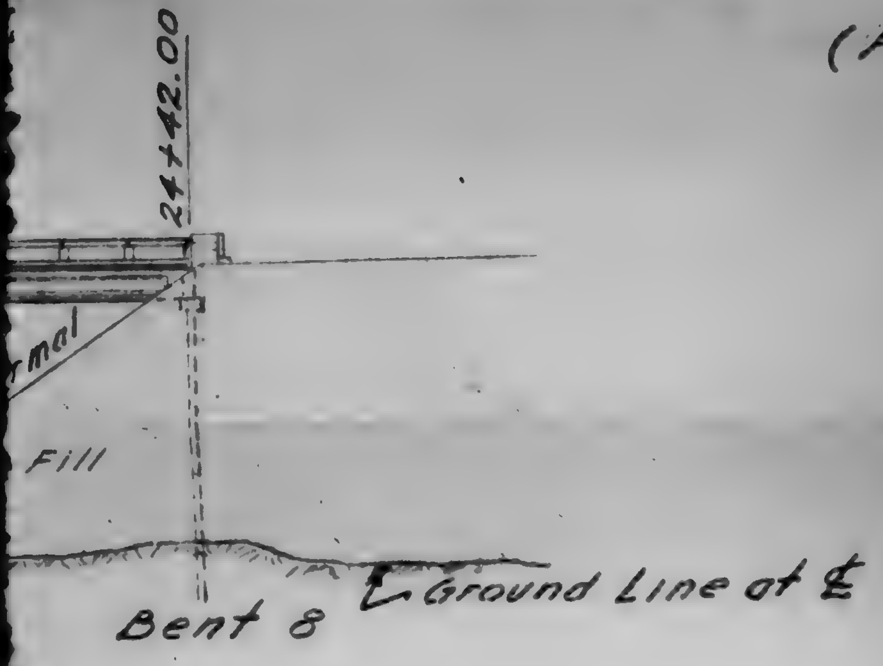
SECTION "A-A"

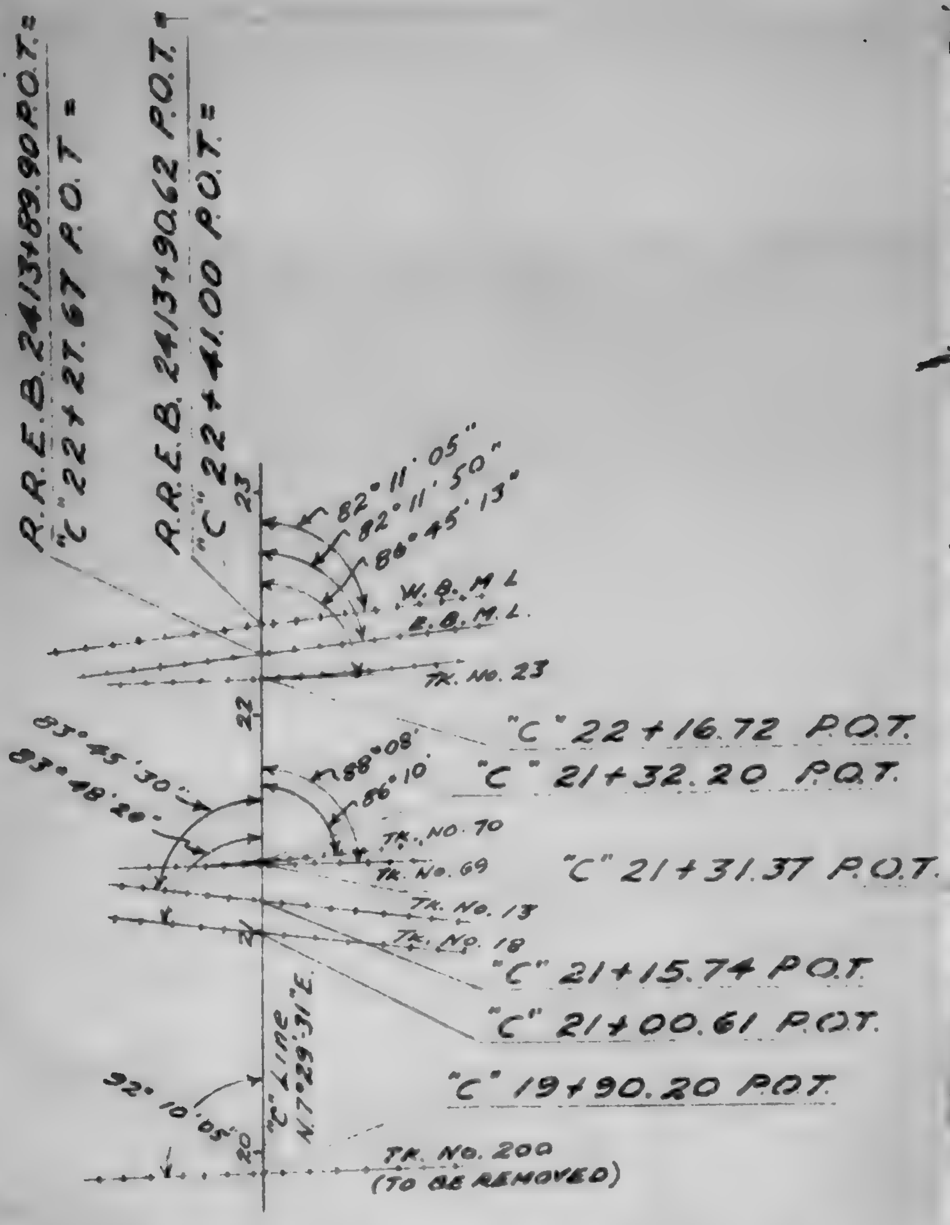
Scale 1" = 10'-0"

Note - Horizontal Dimension
normal to track ℄

GRADE LINE DIAGRAM

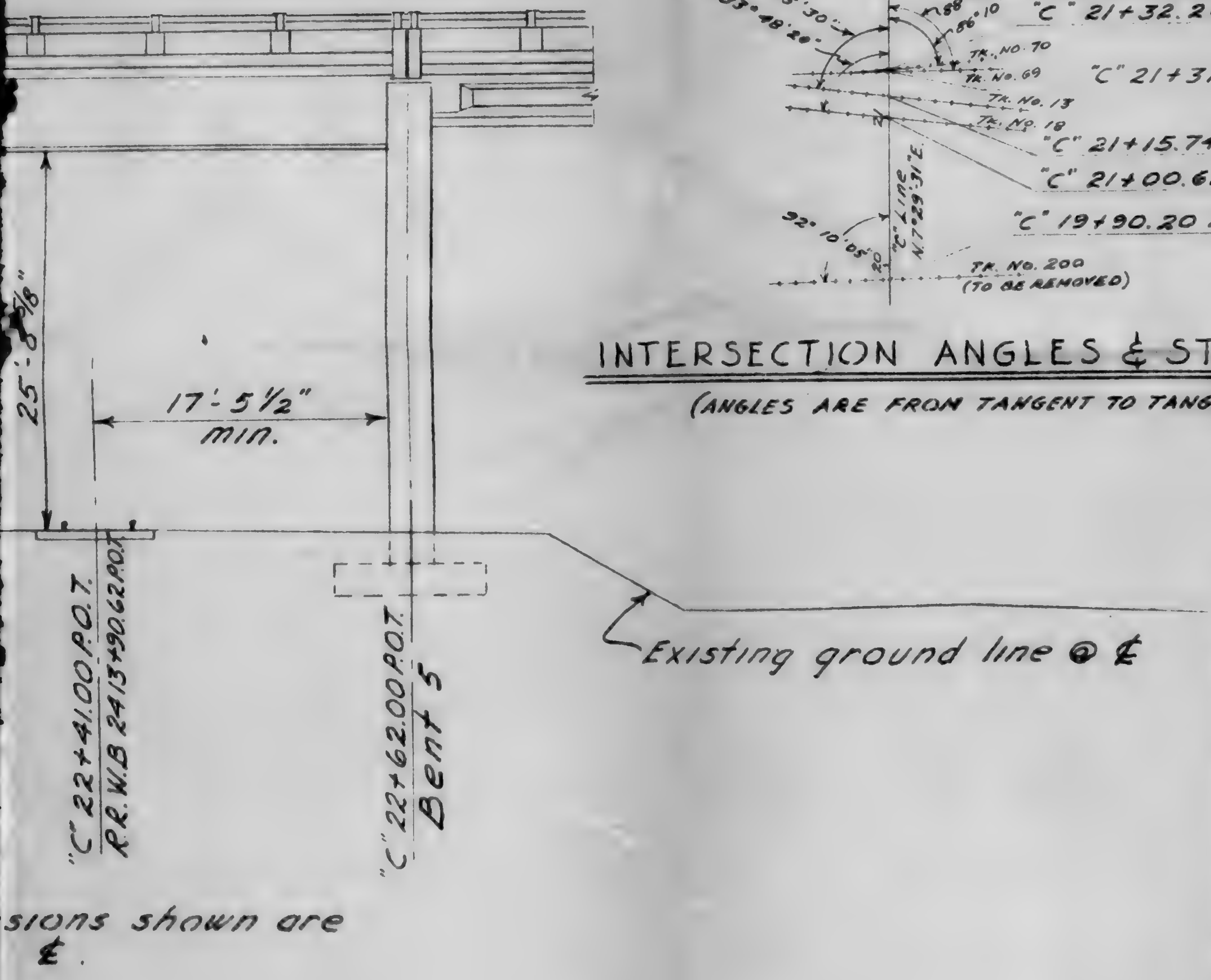
No Scale
(Fin. Grade 12' L.& R.)





INTERSECTION ANGLES & STATION

(ANGLES ARE FROM TANGENT TO TANGENT)



sions shown are
℄.

APPROVED

BRIDGE EN

ASS'T. STA

STATE HIG

DESIGNED

DRAWN R.E

72 P.O.T.
0 P.O.T.

.37 P.O.T.

4 P.O.T.
61 P.O.T.
P.O.T

TATIONS
GENT)

APPROVED:	**OREGON STATE HIGHWAY DEPARTMENT** **BRIDGE DIVISION**
BRIDGE ENGINEER	BREWERY GRADE O'XING OF U.P.R.R. THE DALLES - BIG EDDY SECTION COLUMBIA RIVER HWY. WASCO COUNTY
ASS'T. STATE HIGHWAY ENGINEER	PLAN & ELEVATION
STATE HIGHWAY ENGINEER	**DATE** MAY 26, 1960 **BRIDGE NO.** 8804 — **SHEET** ...... **OF** ......
DESIGNED ...... **CHECKED** ...... **DRAWN** RBF-HLS **CALC. BOOK**	**ACCOMPANIED BY DWGS.** ...... — **DRAWING NO.** 8804-A

RECEIVED
1960
FOR FILING

Salem, Oregon
November 2, 1960

~~Dike Section at The Dalles~~
The Dalles Section
Columbia River Highway

Mr. Frank Hull

Attention: Mr. Fred Eriksen

I have investigated the requirements for the riprap portion of the dike roadbed section through the The Dalles waterfront area. The profile of the water surface of the 1894 flood with present regulation is as follows:

At municipal docks opposite Station 2330	99.0
At interstate bridge opposite Station 2446	101.5
At spillway opposite Station 2470	104.0
At power bay tailwater pool opposite Station 2500	110.0

To these elevations should be added the desirable freeboard, probably four feet, to obtain the top of riprap. Where this elevation is but a foot or two below subgrade I would suggest extending the riprap up to meet the subgrade.

A three-foot blanket of riprap will provide the necessary protection against stream velocity, wave action and a perpetual surging of the water surface caused by the dam upstream.

If the roadbed fill material is similar to the material composing Bailey Island in the Columbia River just upstream from the docks, the material will be predominately sand and silt. This type of material is susceptible to being washed out through the voids in the riprap by the wave and surge action. To prevent this loss and subsequent roadbed and/or riprap failure, an 18-inch blanket of filter material should be used between the fill material and the riprap. The gradation of this filter should be such that $\frac{D_{15} \text{ of the filter}}{D_{85} \text{ of the fill material}}$ and $\frac{D_{15} \text{ of the riprap}}{D_{85} \text{ of the filter}}$ is equal to or less than 5, where D_{15} is the size at which 15 per cent of the total soil particles are smaller and D_{85} is the size at which 85 per cent of the total soil particles are smaller.

The present waterfront dike included no such filter when it was constructed about 1938. The loss of some riprap might be attributable to the lack of filter. (However, the failure of the dike during the 1948 flood was laid to foundation piping and saturation, which type of failure supposedly will be ruled out if the Dames and Moore suggestions are followed.) Riprap constructed in connection with the The Dalles Dam was provided with a river gravel filter blanket, the material for which was imported from near the Maryhill Ferry crossing near Biggs.

In cross section the present waterfront dike was constructed with a 1½:1 front with three feet of riprap, a 12-foot top (including riprap), 3:1 landside slope for a height of 10 feet, followed by a 6:1 slope for a height of up to 10 feet, followed by level fill to the intersection with the land slope. The dike was made up of riverbank borrow containing silt, sand and gravel and the top and back slope of the dike was covered with 4 to 12 inches of gravel to minimize erosion by wind and rain. The seepage line was estimated to begin at the design water level, 5 feet below the top of the dike, 300,000 c.f.s. discharge, and slope downward at about 6:1.

The proposed roadbed dike should be of sufficient width to enclose the seepage line and, with adequate erosion protection on the landside slope and the previously recommended riprap and filter, should equal or exceed the present dike.

John C. Jenkins
Assistant Research Engineer

JCJ:ms

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1960
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1960

SUBJECT: **Benefit Quotient & Related Discussion**
Terminal Avenue
The Dalles

To:

Tom Edwards
Construction Engineer
Building

Mr. Barbee requested that we prepare a benefit quotient for the construction of Terminal Avenue between the Columbia River Highway and 6th Avenue. This has been done, and attached are the results of the analysis. You will note that the project has a benefit quotient of 0.51 and is not economically feasible as a separate unit of work.

I would like to offer the following comments relative to the selection and recommendation of Terminal Avenue as an arterial project in The Dalles Traffic Study. In that particular report, we recommended Project #11 as a desirable project, and in its more easterly limits recommended a grade separation with the mainline of the Union Pacific. This project was predicated entirely on the fact that a traffic interchange would be constructed between the southerly extension of Terminal Avenue to 6th Avenue and the freeway.

Subsequent developments have determined it inadvisable to interchange traffic between the freeway and Terminal Avenue. The new connection between the freeway is on an extension of Webber Road. Had we, at the time of The Dalles Study, known that it was not feasible to construct an interchange on Terminal Avenue extended, the report would not have contained the recommendation for the improvement of Terminal Avenue southerly and easterly of its intersection with Webber Road; rather would we have recommended that Webber Road be improved as an arterial.

Either route will give the same general level of traffic service from an over-all planning standpoint. Both connect to 6th Avenue -- both Webber Rd. and Terminal Avenue extended connect to the Columbia River Highway, to 6th Avenue and ultimately to Chenoweth Road. For this reason, either project could be recommended from an over-all planning standpoint for the intent of the traffic service to be rendered is to connect a potential industrial area with the central business district and the residential area of The Dalles.

For this reason, the Webber Road project is adequate, and inasmuch as it is the only connection where an interchange can be constructed with the new Interstate Freeway it should be given consideration over any improvement of Terminal Avenue. Inasmuch as the benefit quotient for future improvement of Terminal Avenue, between the Columbia River Highway and 6th Avenue, does not justify the improvement, this project should no longer be considered.

F. B. Crandall
Traffic Engineer

JAH:njc
cc: Forrest Cooper
G. S. Paxson

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
October, 1960

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE IMPROVEMENT OF TERMINAL AVENUE FROM THE COLUMBIA RIVER HIGHWAY TO WEST SIXTH STREET IN THE DALLES

The estimated 1975 average daily traffic on this proposed improvement is 1,000 vehicles.

This construction calls for the expenditure of $131,700 for resurfacing of the present street and construction of a grade separation over Terminal Avenue for the main line of Interstate 80-N. The estimated annual cost of construction, maintenance, etc. is $6,987.

This proposed improvement results in a mileage-element savings benefit of $1,838 and a time-element savings benefit of $1,709, for a total user benefit of $3,547.

The ratio of user benefits to the total annual cost indicates that for every dollar spent on this project, the road user will receive $0.51 in benefits.

Length of improvement	0.20 mile	
Estimated Cost of Construction	$131,700	
Estimated Annual Cost of Construction, Maintenance, Etc.	6,987	
Estimated Annual Value of Benefits to User	3,547	
Dollars of Annual Benefits for Each Dollar of Annual Cost		0.51

RECEIVED
OCT 31 1960
FORM E-30X
FOR FILING
I-80N-3(20)81
6180

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1960

SUBJECT: City Council Meeting
The Dalles, Oregon, October 17, 1960
Terminal Avenue Separation

To:

MEMO TO FILES:

WCW

Mr. D.J. Barbee and myself discussed the Terminal Avenue situation with the Mayor, City Council members, the City Manager and various interested persons from 7:00 p.m. to 8:00 p.m., prior to the official countil meeting. At 8:00 p.m., the council convened and the same subject was discussed until 8:45 p.m., at which time the City Council took up other subjects on their agenda.

Prior to the opening of discussions Mr. John Howe, Mayor of The Dalles, told Mr. Barbee and myself that he wanted us to convince the businessmen and citizens interested in the Terminal Avenue separation that this separation structure was not necessary. Mr. Barbee told the Mayor that the Bureau of Public Roads would not consent to the construction of the Terminal Avenue separation and that the Highway Department concurred with them in this matter.

Mr. Fred Mauser and associates appeared to be the prime advocates of the proposal to allow Terminal Avenue to remain open rather than close it. They read entire Proposal #11 from Oregon State Highway Department Technical Report #57-3 and attempted to use this proposal to support their position. They also read Proposal #6 and Proposal #9 to us from the same report. It was pointed out to them that the River Road-Terminal Avenue proposal, as it appears in Technical Report #57-3, was predicated on a proposed interchange at Terminal Avenue with the freeway. When the city requested an additional eastbound off-ramp in this area, this interchange design became unfeasible and it was necessary to remove the interchange to Weber Street in order to maintain desirable freeway operational characteristics. Mr. Mauser then made a statement to the effect that the Highway Department should have let the local citizens know Terminal Avenue was being closed, and that no one in the city of The Dalles realized this street was being closed until some time after the county had signed the Agreement with the Highway Department, officially closing the street. I pointed out to him that the various city officials should have been aware of this closure because they were present at the meeting when it was discussed. The city officials present disclaimed any knowledge of such a discussion.

The Mayor of The Dalles stated that the city had officially acquired jurisdiction over Terminal Avenue from the county at the previous city council meeting. The people present at this meeting were told that the benefit quotient computations showed a ratio of 8/10ths and that the cost of this project would be approximately $132,000 and that this cost included only the amount that could be charged to the Interstate project. If such a separation structure were to be constructed, it would be necessary for the city to reconstruct Terminal Avenue between Sixth Street and the existing highway. At approximately this point the Mayor convened the city council meeting and the discussion was continued in the city council chambers.

Some person in the audience said that at this time there are three north-south routes that connect to the present highway in this vicinity and the same number of routes was proposed in Technical Report #57-3 and now, by closing Terminal Avenue, the Highway Department was attempting to reduce this number of north-south routes by one. The north-south routes referred to are Union Avenue, Terminal Avenue, and Weber Street. The map from Technical Report #57-3, which depicted the various proposals, was shown to this person and it was pointed out to him that he was in error.

After considerable discussion between the Mayor, the City Council, and various members of the audience, the City Council requested that another study be made by the Highway Department to recheck our benefit quotient and traffic figures. The City Council also decided to retain a consulting engineer to study the same problem and more or less check the Highway Department's figures.

Gerald K. Attig
Urban Engineer

GKA:jp

cc: W.C. Williams
Forrest Cooper
C.G. Swenson

RECEIVED
OCT 11 1960
FOR FILING

UNITED STATE OVERNMENT

Memorandum

U.S. PARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-80N-3(51)
6180

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

REFERRED TO
Cooper

DATE: September 30, 1960

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-80N-3(16)81
Port of The Dalles Section, Columbia River Highway

Reference is made to your letter dated September 15, 1960 requesting approval of subject project based on Dames and Moore's recommendations, low-level fill plan.

The construction of the low-level fill is approved. The possibility of damage to the dock during construction is still a matter of concern to us. Too rapid removal of the silty materials by dredging or too rapid placement of rock toe or embankment materials could cause sufficient movement of unconsolidated materials surrounding dock piles to displace them with resultant damage to the already seriously deteriorated structure. It would appear desirable to incorporate some suitable measure of control over the rate of removal of the silty materials and placement of rock toe and embankment in the special provisions of the contract. Every reasonable precaution should be taken to avoid damage to the dock during construction.

Copy to Edwards

NOTED

RECEIVED
OCT 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960
FOR FILING
I-80N-3(27)81

Col 90

STATEMENT

DAMES & MOORE
SOIL MECHANICS ENGINEERS
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON
CAPITOL 8-7689

September 16, 1960

TO State of Oregon
State Highway Department
Salem, Oregon
Attention: Mr. W. C. Williams, State Highway Engineer

Our Job No. 4117-A — Your Agreement dated July 8, 1960

To Soils Engineering Consultation and report dated August 22, 1960, Federal Highway Project No. 1-80N (16)81, The Dalles By-Pass Section, Columbia River Highway, The Dalles, Oregon for the Oregon State Highway Department. This statement completes the billing on this job.

1. Mobilization & Demobilization to Project	$ 140.00	
2. Supervision, Field Engineering & Sampling (see attached record) 8¼ days @ $140.00	1155.00	
3. Laboratory Testing		
a. Direct Shear Tests - 21 @ $15.00	315.00	
b. Consolidation Tests - 2 @ $50.00	100.00	
c. Hydrometer Tests - 4 @ $25.00	100.00	
d. Atterberg Limits - 0 @ $15.00	-	
e. Moisture & Density - 6 @ $5.00	30.00	
4. Preparation of Report, Analyses, Report Writing & Consultation	1200.00	
TOTAL AMOUNT DUE		$3040.00

original
& 1 copy
Edwards

084.1P(4)

OTHER CHARGES

DAMES & MOORE

SOIL MECHANICS ENGINEERS

ACCOMPANYING ~~RECORD NO.~~ statement dated 9/16/60

PERIOD COVERED WEEK ENDING

OUR JOB NO. 4117-A

Soils Engineering Consultation
Federal Highway Project No. I-80N-(16)81
The Dalles By-Pass Section
Columbia River Highway
The Dalles, Oregon

DESCRIPTION OF OTHER CHARGES	AMOUNT
The following are the days and hours that our field engineer was at the project site:	

July 20	4 hours
July 21	8 hours
July 22	8 hours
July 25	8 hours
July 26	8 hours
July 27	8 hours
July 28	8 hours
July 29	8 hours
August 1	6 hours
	66 hours or 8½ days

TOTAL OTHER CHARGES

004.8 (REV.)

RECEIVED
SEP 1960
FOR FILING
I-8N-3(27)81

6180

September 15, 1960

1809

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Oregon Project I80N-3(16)81

Dear Mr. Polk:

In reply to your letter of September 1 relative to your request for a new comparison of cost on the Port of The Dalles Section of the above named project, we have prepared an estimate based on the Dames and Moore report.

I am attaching three copies of estimates as follows:

(1) low level fill as per Dames and Moore report

(2) low level fill as proposed by the State Highway Department prior to the Dames and Moore study

(3) low level with short viaduct

Also attached are three copies each of typical section for the Dames and Moore report and for the State Highway's low level fill study.

Our estimate of cost based on the Dames and Moore report is $1,963,800. The estimate based on the State's plan for low level fill is $1,974,000. The estimate on the low level short viaduct is $2,013,500. All three estimates are based on the same length of section (Station 2315 to 2380). You will note that the difference in estimate between the Dames and Moore report and the State Highway Department's low level fill plan is only $10,200. The Dames and Moore report was based on removing the present silt deposit to approximately 10 feet below the present surface and the construction of a block rock toe with a minimum size of 150 pounds and a top width of 10 feet. The State Highway Department's plan was based on the construction of a block rock toe with 150-pound minimum size and a 12-foot top width which it was assumed would settle through the silt material down to the approximate top of the pre-Bonneville sands, and then remove 75 per cent of the silt down to the top of the pre-Bonneville sands back of the block rock toe.

A comparison of the Dames and Moore and the State's estimates shows that under the Dames and Moore report they remove more of the silt and construct a smaller rock toe.

In view of the above estimates, I would again request your approval of this project based on Dames and Moore's recommendations in this vicinity.

Very truly yours,

W. C. Williams
State Highway Engineer

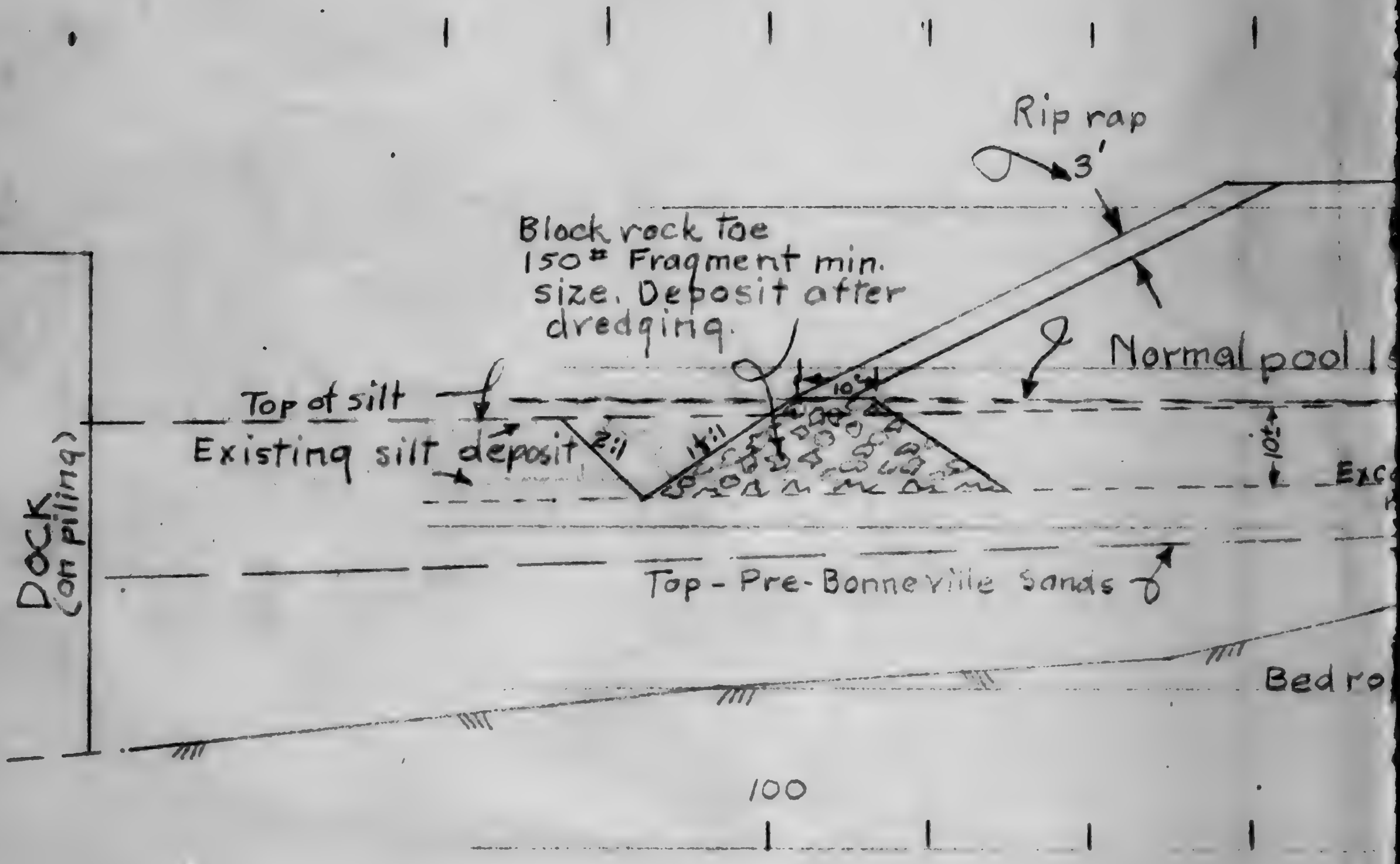
By

Forrest Cooper
Deputy State Highway Engineer

attach.

cc: Mr. Williams
Mr. Edwards

DJB:jk ms

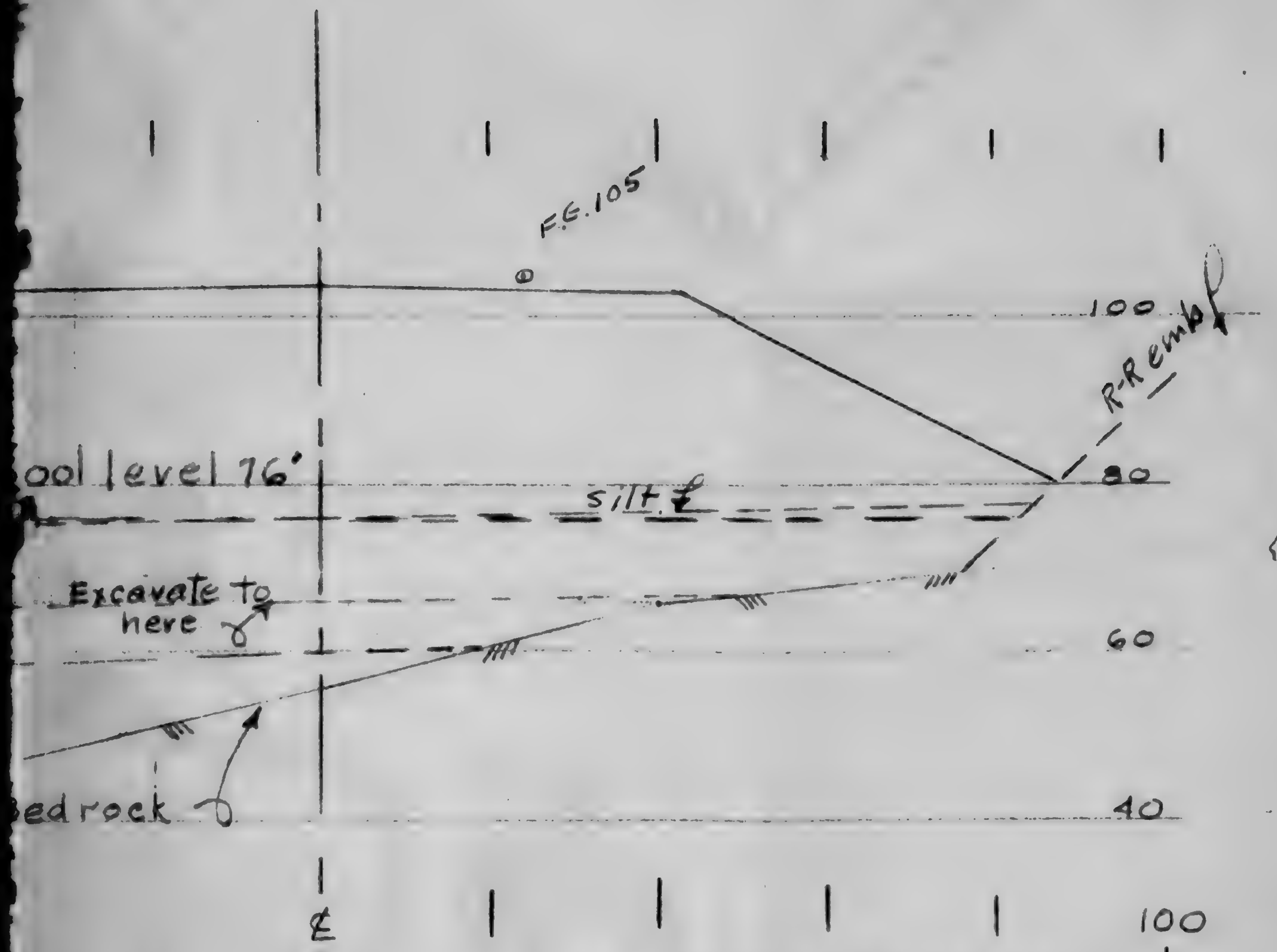


steps in construction

① Sub-excavate Top 10'± silt as shown

② Deposit block rock toe

③ Construct embankment using
granular material.

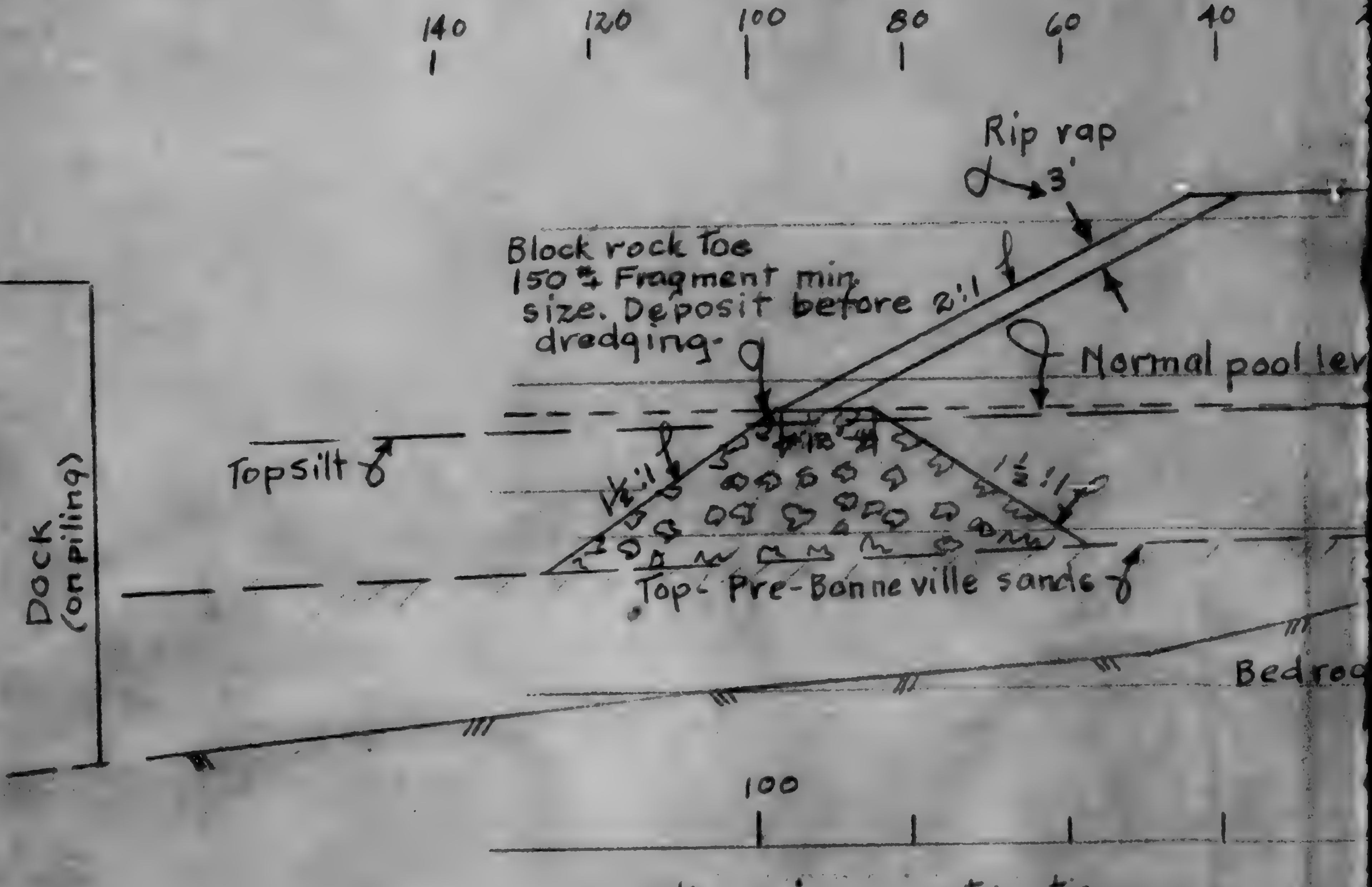


THE DALLES FREEWAY
TYPICAL SECTION AT PORT AREA
Showing construction proposed
in Dames & Moore Report 8-22-60
Scale 1" = 20'

9-12-60 - TEEL

shown

suing



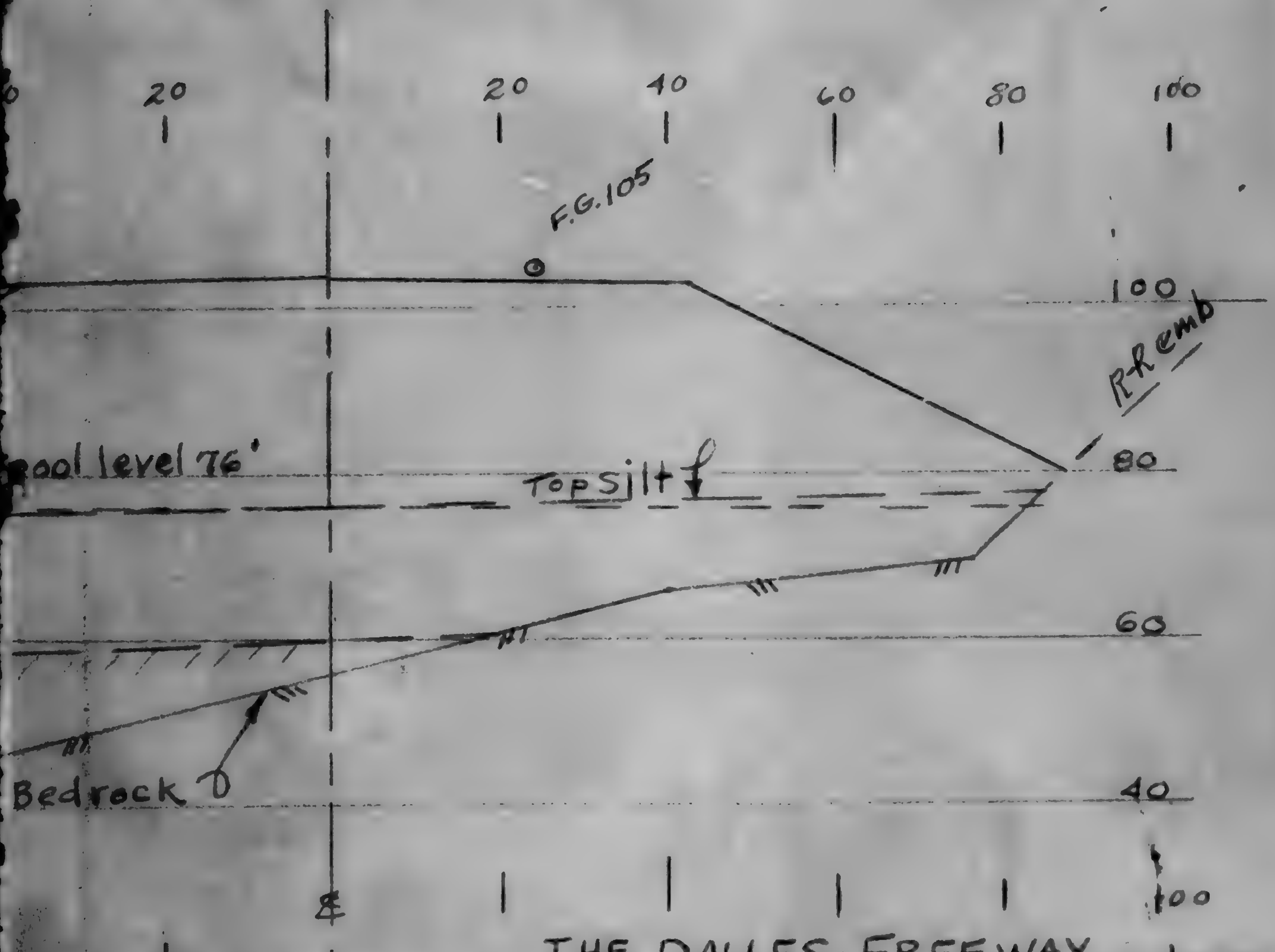
steps in construction

① Deposit block rock toe

② Remove upper portion of silt (75%

③ Construct embankment usuin granular material

Note: Block rock was assumed to extend



THE DALLES FREEWAY

TYPICAL SECTION AT PORT AREA

Showing construction proposed in estimate of 3-9-60 as revised 4-13-60

Scale 1" = 20'

9-12-60 - TEEL

(75% assumed)

usuing

extend to Top of pre-Bonneville sands.

September 8, 1960

THE DALLES FREEWAY
Comparative Estimate - Sta. 2315-2380
Low Level Fill - Port in Place
R-R Severed - Port Service by Frontal
(NOTE: This estimate shows construction per Dames and Moore Report)

Item	Unit	Quantity	Allow	Net	Price	Cost
Clearing and Grubbing	All					5,000.00
Surface Main Line	Sta.	65.00	10%	71.50	3,230.00	230,945.00
Prepare Base	Mile	1.23	-	1.23	400.00	492.00
Sight Posts	Each	24	10%	26	4.00	104.00
Guard Rail	Lin. Ft.	9,800	10%	10,780	3.00	32,340.00
Median Barrier	Lin. Ft.	6,500	50'	6,550	5.50	36,025.00
Fencing	Rod	606	10%	667	5.40	3,602.00
Finish R.B. & Slopes	Mile	1.23	-	1.23	1,500.00	1,845.00
Slope Protection, Riprap	Cu. Yd.	52,836	10%	58,120	2.75	159,830.00
Embankment in Place	Cu. Yd.	1,005,569	10%	1,106,126	0.75	829,595.00
Block Rock Toe	Cu. Yd.	11,880	10%	13,068	1.75	22,869.00
Remove Muck, Pump	Cu. Yd.	91,520	20%	109,824	1.00	109,824.00
						1,432,471.00
	Plus 20% Engineering and Contingencies					286,529.00
	Sub Total					1,719,000.00
Main Line R/W						130,000.00
Frontal Surfacing						20,300.00
Frontal Structure						48,000.00
Extend Sewer						15,000.00
Telephone Cable Cost						2,500.00
Revise Grain Conveyor						29,000.00
						244,800.00
	GRAND TOTAL					$ 1,963,800.00

Revised April 13, 1960

S DALLES FREEWAY - ALL F
Comparative Estimate - Sta. 2315-2380
Low Level Fill - Port in Place
R.R. Severed. Service by Frontal Road

Item	Unit	Quantity	Allow	Net	Price	Cost
Clearing and Grubbing	All					5,000.00
Surface Main Line	Sta.	65.00	10%	71.50	3,230.00	230,945.00
Prepare Base	Mile	1.23	-	1.23	400.00	492.00
Sight Posts	Each	24	10%	26	4.00	104.00
Guard Rail	Lin. Ft.	9,800	10%	10,780	3.00	32,340.00
Median Barrier	Lin. Ft.	6,500	50'	6,550	5.50	36,025.00
Fencing	Rod	606	10%	667	5.40	3,602.00
Finish R.B. & Slopes	Mile	1.23	-	1.23	1,500.00	1,845.00
Slope Protection. Riprap	Cu. Yd.	52,836	10%	58,120	2.75	159,830.00
Embankment in Place	Cu. Yd.	993,333	10%	1,092,666	0.75	819,500.00
Block Rock Toe	Cu. Yd.	36,883	10%	40,571	1.75	70,999.00
Remove Unsuitable Mat'l.	Cu. Yd.	66,928	20%	80,314	1.00	80,314.00
						1,440,996.00
	Plus 20% Engineering and Contingencies					288,204.00
	Sub Total					1,729,200.00
Main Line R/W						130,000.00
Frontage Road Surfacing						20,300.00
Frontage Road Structure						48,000.00
Extend Sewer						15,000.00
Telephone Cable Cost						2,500.00
Revise Grain Conveyor						29,000.00
						244,800.00
	GRAND TOTAL					$ 1,974,000.00

Revised April 13, 1960

THE DALLES FREEWAY - 715' VIADUCT
Comparative Estimate - Sta. 2313-2380
Low Level - with Short Viaduct
and Frontage Rd. Sewer R.R.

Item	Unit	Quantity	Allow	Net	Price	Cost
Clearing and Grubbing	All					5,000.00
Surface Main Line	Sta.	57.85	10%	63.64	3,230.00	205,557.00
Prepare Base	Mile	1.09	-	1.09	400.00	436.00
Sight Posts	Each	20	10%	22	4.00	88.00
Guard Rail	Lin. Ft.	9,100	10%	10,010	3.00	30,030.00
Median Barrier	Lin. Ft.	6,500	50'	6,550	5.50	36,025.00
Fencing	Rod	606	10%	667	5.40	3,602.00
Finish R.B. & Slopes	Mile	1.09	-	1.09	1,500.00	1,635.00
Slope Protection. Riprap	Cu. Yd.	50,395	10%	55,435	2.75	152,446.00
Embankment in Place	Cu. Yd.	851,307	10%	936,438	0.75	702,329.00
Block Rock Toe	Cu. Yd.	10,561	10%	11,617	1.75	20,330.00
Remove Unsuitable Mat'l	Cu. Yd.	22,745	20%	27,294	1.00	27,294.00
						1,184,772.00
	Plus 20% Engineering and Contingencies					236,928.00
	Sub Total					$ 1,421,700.00
Viaduct Structure 62.4' x 715'						376,000.00
Main Line R/W						130,000.00
Frontage Road Surfacing						20,300.00
Frontage Road Structure						48,000.00
Extend Sewer						15,000.00
Telephone Cable Costs						2,500.00
						591,800.00
	GRAND TOTAL					$ 2,013,500.00

FORM CD-121
(9-22-59)

UNITED STATES (VERNMENT

Memorandum

U.S. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PLEASE RETURN TO
FORREST COOPER

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 1, 1960

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

[illegible]
W. C. WILLIAMS

SUBJECT: Oregon Project I-80N-3(16)81
Port of The Dalles Section

Reference is made to your estimates of cost figures, Plan 1 and Plan 4 revised March 9 and 11, 1960.

Under the conditions of the Dames and Moore soils engineering report it will be satisfactory structurally to construct the proposed embankment section provided certain measures are taken as protection to the dock. There may be a considerable difference in the estimated cost of the work if constructed in accordance with the recommendations of the Dames and Moore report and as originally proposed.

We would therefore appreciate receiving a new comparison of costs between embankment construction and an elevated structure at your earliest convenience. Your furnishing of the information in three copies will be helpful to us in our further processing of the data.

RECEIVED
[illegible] 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

W

August 26, 1960

C 315 - 2 - 3

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sirs:

Confirming oral advice to Mr. Paxson on August 24th, permission is hereby granted for immediate access by the State to Parcels 1 and 3, as indicated on print accompanying Mr. R. M. Brown's letter of August 22nd, in connection with the Interstate Highway construction through the City of The Dalles. Parcel No. 1 is a portion of right of way to be provided by the United States Government through exchange of property with the Railroad on The Dalles Dam Project, and since title has not as yet passed to the Railroad, the permission hereby granted should be concurred in by the Portland District of the Corps of Engineers.

This permission is granted with the customary understanding that the State will execute the usual form of agreement, which agreement will in all likelihood include the entire Railroad-owned property to be occupied by the relocated Highway in The Dalles area, and with the further understanding that the usual insurance requirements of the Railroad will be complied with by the State and its contractors.

Will you kindly sign the acceptance provided in the lower lefthand corner of this letter and return the carbon original to me for my files?

Yours very truly,

D F Wengert

Accepted this day of
August, 1960.

OREGON STATE HIGHWAY DEPARTMENT

By____________________________
Title

9

RECEIVED
[illegible] 1960
FOR FILING
I-80N-3(87)81
[illegible]
16180

August 24, 1960

1748

Hon. John J. Howe
Mayor of The Dalles
City Hall
The Dalles, Oregon

Dear Mayor Howe:

This is in reply to your letter of July 14 concerning Terminal Avenue in the vicinity of the proposed Interstate Freeway.

We have studied the situation regarding Terminal Avenue as suggested in your letter. The statistical analysis of this situation indicates that it would not be economical to keep Terminal Avenue open.

We realize that Terminal Avenue connects from Sixth Street, at the present time, to the north across the existing highway and railroad tracks through to the Port area. Our present proposal, which leaves Weber Street open under our freeway in the interchange area, also connects from West Sixth Street to the Port area in about the same manner as Terminal Avenue. It was necessary to move our original interchange from Terminal Avenue to Weber Street in order to accommodate all of the interchange moves that were requested by the City of The Dalles. This interchange relocation was made because of the necessity to maintain the freeway operational characteristics. Our traffic analysis indicates that the majority of the traffic using Terminal Avenue today will be diverted to Weber Street because of the interchange location as proposed. The traffic that would remain on Terminal Avenue, if it were kept open, would be the minor amount. The Bureau of Public Roads has indicated that it would not approve an additional separation structure for Terminal Avenue.

In reference to the low level fill plan, the Bureau of Public Roads requested us to hire a firm of consultants in order to obtain an outside opinion as to the feasibility of the plan. If this firm of consultants who are studying the problem concurs with our findings, the Bureau of Public Roads has indicated its willingness to approve the low level fill plan.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. Forrest Cooper
Mr. Tom Edwards
GKA:jp ms

PLEASE RETURN TO
FORREST COOPER

The Hub of the Pacific Northwest
DALLES CITY
OREGON

OFFICE OF: The Mayor
CITY HALL THE DALLES, OREGON

July 14, 1960

REFERRED TO Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Highway Department
Salem, Oregon

Re: The Dalles By-Pass
Oregon - I80N - 3 (-) 79

Dear Mr. Williams:

At the regular Dalles City Council meeting held July 11, 1960, the Council again discussed the proposed By Pass through Dalles City.

Dalles City wishes to inform you and the State Highway Department that the City is opposed to the closing of Terminal Avenue. The community feels confident that statistics will prove that the extra cost in keeping this important street open will be more than justified.

If you have any questions please contact me and I will be happy to discuss this with you.

For the most part, everything else is about the same. The City is awaiting an answer from the Oregon State Highway Department and the Bureau of Public Roads on the low level fill plan.

Very truly yours,

John J Howe

John J. Howe
Mayor

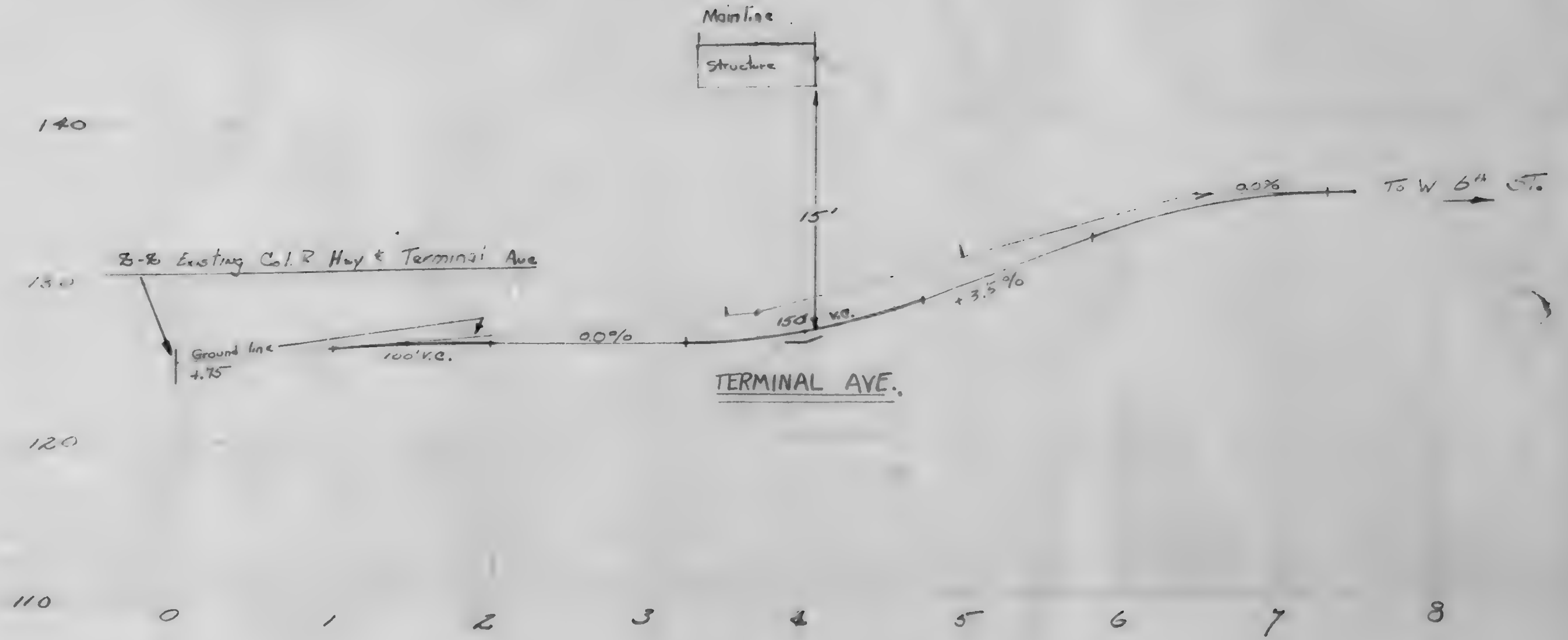
JJH:as

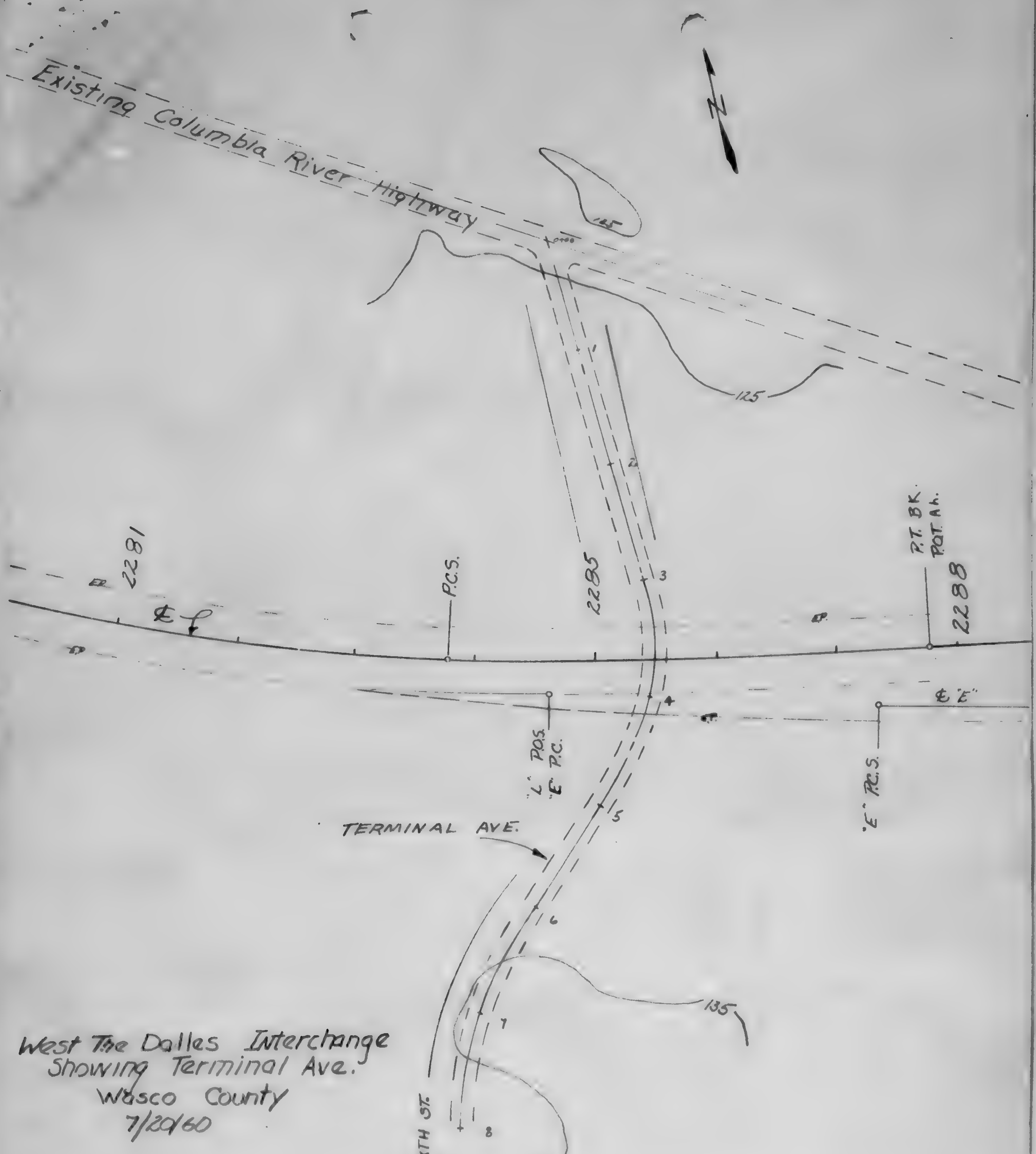
Edw - Try this on the B.P.R. Report - Draft

RECEIVED
JUL 15 1960
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUL 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

GRADE ON TERMINAL AVE.





West The Dalles Interchange
Showing Terminal Ave.
Wasco County
7/20/60

RECEIVED
[illegible] 25 1960
FOR FILING

I-8UN-3(27)81
6180

[illegible]
7-8-60

Salem, Oregon
July 20, 1960

MISC. CONTRACTS and
AGREEMENTS No. 2250

State and Dames & Moore
Agreement - July 8, 1960
The Dalles By-pass Section
Columbia River Highway

Mr. Frank McKinney
Chief, Office Section
Legal Department

Attached is a photo copy of a letter written by Mr. W. C. Williams to Dames & Moore, re amendments to an agreement of July 8, 1960 concerning site information and soil data on The Dalles By-pass Section of the Columbia River Highway.

Dames & Moore have approved the amendments as indicated by their "Notice of Acceptance" which is attached.

Secretary

rn
Attach:

FORM CD [illegible]
(9-22-[illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
[illegible] 1960

FOR FILING

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 15, 1960

I-80N-3(16)
2180

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.1

MISC. CONTRACTS and
AGREEMENTS No. 2250

SUBJECT: State and Dames & Moore Agreement - The Dalles By-Pass Section, Columbia River Highway, Oregon Project I-80N-3(16)81

The formal agreement dated July 8, 1960 between the State Highway Commission and Dames and Moore, Consulting Engineers, together with your letter dated July 14, 1960 to the latter supplementing the agreement and both covering additional site information required in the vicinity of the Port of The Dalles dock on Project I-80N-3(16)81 is satisfactory to this office and has the informal approval of our Regional Engineer B. M. French.

This is your authority to proceed with the work.

We are returning herewith one approved copy of the subject agreement.

Told
7/19/60
[illegible]

Attachment

RECEIVED
JUL 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Form E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 14, 1960

DAMES & MOORE
PORTLAND
JUL 15 1960

Dames and Moore
Consulting Engineers
1220 S. W. Morrison Street
Portland 5, Oregon

Re: State and Dames & Moore
Agreement - July 8, 1960
The Dalles By-Pass Section
Columbia River Highway

Attention: Mr. Irving E. Olsen

Gentlemen:

In order to bring the above-mentioned agreement within the requirements of the Bureau of Public Roads Policy and Procedure Memorandum 40-6, dated May 20, 1960, it will be necessary to add to paragraph 1 in the recitals of the above said agreement the following sentence: "The relocation of the portion of said highway is also known as Federal Highway Project No. I-80N-3(16) 81."

In addition, it will be necessary to add as a new paragraph 6 on page 3, under "Things To Be Done By Contractor", the following paragraph:

> 6. "The contractor warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for the contractor, to solicit or secure this contract, and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the contractor, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award of making of this contract. For breach or violation of this warranty, the State shall have the right to annul this contract without liability."

In order to expedite and simplify the supplementing of our present agreement by the inclusion of the above provisions therein, I am enclosing herewith three copies of this letter, and if you are agreeable to the same, I would appreciate it if you would sign and return this original letter along with two copies.

Very truly yours,

W. C. Williams
State Highway Engineer

Notice of Acceptance

To the Oregon State Highway Commission
Salem, Oregon

We, Dames and Moore, Soil Mechanics Engineers, contractors in the above-described agreement, hereby consent to and agree that the above-mentioned agreement be supplemented by the above addition to paragraph 1 under the recitals in said agreement, as well as the inclusion of a new paragraph number 6 on page 3, under "Things To Be Done By Contractor", as worded in the above letter, and as though originally included in said agreement for consulting engineering services with the Oregon State Highway Commission.

Dated 15 July, 1960.

DAMES & MOORE, Soil Mechanic Engineers

By Irving T. Olsen

RECEIVED
[illegible] 1960
FOR FILING

I 50N 3 [illegible]

$1.00

STATE OF OREGON
DEPARTMENT OF FINANCE AND ADMINISTRATION
OFFICE OF THE DIRECTOR
SALEM

REFERRED TO
C. H. [illegible]

June 29, 1960

NOTED
W. C. WILLIAMS

NOTED
C. H. MAISON

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Attention: Mr. C. H. Maison, Auditor

Dear Mr. Williams:

Approval is granted for you to enter into an agreement with a firm of consulting engineers so that the problem of The Dalles relocation of U.S. 30 can be resolved.

Sincerely,

Freeman Holmer

Freeman Holmer
Director

FH:jeb

RECEIVED
JUN 30 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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1960

FOR FILI

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]
[illegible]
Routing

Salem, Oregon
June 28, 1960

SUBJECT:

The Dalles

To: Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

I return herewith data submitted by the Union Pacific Railroad with regard to the proposed relocation of The Dalles Bypass. This request cannot be honored for the following reasons:

1. The projected location at The Dalles Bridge road cannot be moved northerly due to problems of clearance on this road.

2. The relocation as proposed by the Union Pacific is much more costly. You will note from the enclosed aerial prints that it goes across open water for a considerable distance. Some of this water is known to be 15 feet in depth.

3. It completely eliminates the possibility of re-establishing the small boat basin.

4. It greatly increases the problem at the Port of The Dalles dock.

The second proposition posed by the Union Pacific with respect to right of way at the Northwest Gas Company can be honored. We attach maps showing a revision of the right of way line in this area.

Tom Edwards
Construction Engineer

TE:jw

Attach.

cc Forrest Cooper ✓

RECEIVED
JUN 28 1960

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1960

SUBJECT:

To: Mr. C. H. Maison
Auditor
BUILDING

It has become necessary to employ a consulting firm of foundation experts to resolve a problem on the Interstate Highway location in the vicinity of the public dock at the Port of The Dalles. Basic facts leading to this necessity are as follows:

1. The subject of the location and design of the Interstate Highway through the City of The Dalles has been the subject of negotiation for some three years.

2. A public hearing was held in The Dalles on October 3, 1958.

3. At this hearing, the City of The Dalles proposed that the low level plan as shown in Technical Report 58-4 be accepted.

4. As a condition of acceptance, they requested that a low level fill type construction be used.

5. Prior to the construction of Bonneville Dam the area adjacent to the public dock (in terms of geology) consisted of 5 to 30 feet of sand and gravel overlying solid rock.

6. Since completion of Bonneville Dam and impounding of slack water at the dock area, a layer averaging 17 feet in depth of extremely unstable silty material has been deposited over the sand.

7. The Bureau of Public Roads has for many months refused to approve the low level fill plan acceptable to the Highway Department and to the City of The Dalles.

8. The Highway Department is controlled by Oregon statute which requires that we have an agreement with the city prior to proceeding to change the route of any highway in any city. Therefore, the city must be satisfied before we can proceed.

9. On Friday, June 24th the site was inspected by Mr. G. M. Williams, Assistant Commissioner of Engineering, Bureau of Public Roads, Washington, D. C., Mr. J. F. Cameron, Assistant Regional Engineer, Bureau of Public Roads, Portland, Mr. Gordon Brooks, Area Engineer, Bureau of Public Roads, Salem, and Mr. Tom Edwards, Construction Engineer, Oregon State Highway Department.

10. The regional personnel of the Bureau of Public Roads have insisted that a structure type installation be made opposite the Port of The Dalles dock to preclude any possible damage to the dock due to shifting of the unstable material mentioned in Point 6 above.

11. Mr. G. M. Williams stated that he could recognize the State's position of being unable to proceed without concurrence of the City of The Dalles and that it was his desire to reach an amicable solution satisfactory to The Dalles.

12. As a result thereof, it was agreed among those present that a firm of foundation experts be employed on a consulting basis to thoroughly re-examine the soils and geology reports of the Oregon State Highway Department, to make further tests and explorations if necessary, to recommend a plan of construction procedure under which the embankment could be constructed with reasonable assurance that no damage would occur to the Port of The Dalles dock.

13. The firm of Dames and Moore was suggested by the Bureau of Public Roads and was acceptable to the Oregon State Highway Department. They enjoy a very good reputation as foundation experts. This firm has done a great amount of work for the Corps of Engineers in both river and harbor and in defense installations in the northwest. They are familiar with the area in The Dalles, having done the foundation exploration work for the Harvey Aluminum Company dock which is located approximately one-half mile downstream from the public dock of the Port of The Dalles.

14. This expenditure may total as much as $5,000. It is a proper charge against the construction of the Interstate Highway System, will be approved by the Bureau of Public Roads as such, and the State of Oregon will be reimbursed on the approximate 90 per cent basis for the expenditure.

A preliminary meeting was held with representatives of the firm of Dames and Moore on Monday, June 27th at which time the problem was explained to them. They were asked to examine our data, consult with our Soils Engineers, inspect the site if they wished, and to meet with us again on Tuesday, July 5th, at which time they were asked to be prepared to quote us a price for preparing the report.

RECEIVE

Tom Edwards
Construction Engineer

TE:jw
cc Forrest Cooper

FORM E-120-X 10M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 29, 1960

Freeman Holmer, Director
Department of Finance and Administration
Capitol Building
Salem, Oregon

Dear Mr. Holmer:

Approval from the Department of Finance and Administration is requested for the Oregon State Highway Commission to enter into an agreement with a firm of consulting engineers so that a problem on the relocation of U.S. 30 through the city of The Dalles can be resolved.

This agreement will be approved by the Bureau of Public Roads and Federal participation will be on a 90 - 10 basis.

The justification and necessity for employing a firm of consultants is fully explained in a copy of a letter from Mr. Tom Edwards, our Construction Engineer, attached hereto.

It would be appreciated if you would approve this request as soon as possible so that final arrangements with the consulting firm can be made on July 5, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By:
C. H. Maison
Auditor

CHM:hs

Attachment

cc: Forrest Cooper
Tom Edwards

RECEIVED
JUN 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN -3 1960
FOR FILING
I-80N-3(2)
6/30

May 23, 1960

Mr. Kenneth N. Fridley, Member
Oregon State Highway Commission
Post Office Box 33
Wasco, Oregon

Dear Mr. Fridley:

In response to your telephonic request of this date, I am sending you copies of my letter of May 6 to Mr. French re The Dalles Bypass Section and Mr. French's answer dated May 19. I am also sending copies of the exchange of letters to Attorney Lindsay as you requested.

In response to your request for suggestions as to how we might proceed, I give you the following:

There is, of course, the possibility that the matter might be held in abeyance pending some solution to the problem; however, I believe that this matter has been fully explored and I doubt that anything now could be developed unless someone, either the City or the Bureau of Public Roads, would change their mind. I cannot believe that the City or the Port Commission would be interested in the proposal made by the Bureau. Several courses of action might be followed. I list them as follows:

(1) The Commission could certify to the Bureau of Public Roads that it was unable to reach an agreement with the City and request the Bureau to acquire the necessary right of way.

(2) The Commission could notify the Bureau of Public Roads that it has been unable to reach an agreement with the City and request the Bureau to condemn the necessary street areas to provide for closure. The Commission could then proceed with the acquisition of rights of way on areas other than public streets.

(3) In the event that the Highway Commission elected to acquire the right of way (other than streets) and it was impossible to reach an agreement with the Port Commission, the matter could be expedited through the courts or, if the case followed the usual course, the fill would probably be in place before the matter was at issue and tried in which event all damages accruing to the property to that time would be considered.

There may be other avenues that could be explored; however, I believe those listed above pretty well cover the practical procedures.

If you wish any additional information, we shall be glad to supply it.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FC:fn

Encl.

cc Mr. M. K. McIver
Mr. Glenn L. Jackson
Mr. W. C. Williams

MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

May 19, 1960

Rm. 740 Morgan Building
720 S. W. Washington Street
Portland 5, Oregon

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Thru: Mr. C. G. Polk, Division Engineer

Dear Mr. Williams:

I have your letter of May 6 regarding the routing of Interstate Route 80N-3( )79 through The Dalles. We recognize that this routing through The Dalles has been one of the more difficult in the state to resolve in gaining agreement of local interest so the work may proceed.

The position of the Bureau was stated at the Salem meeting we held with various organizations from The Dalles in the Highway Building on February 2, 1959. The case was again thoroughly discussed in former Senator Neuberger's office on October 1, 1959 with representatives of the Highway Department and local organizations from The Dalles, which are interested in the routing.

We have always favored construction of the low-level viaduct structure, for the reason that it will avoid any settlement or distortion of the roadway surface which may occur if a fill were constructed on the unstable underlying material. We have also felt that the structure was a better solution in that it would preclude any displacement of the dock due to lateral movement of mud or other unstable material that may be displaced when the fill is built. Your subsurface investigation reports indicate some scour of the underlying Bonneville sand at the east end of the Port Dock. Any further change in conditions, which could result due to the placement of a fill in this area, could conceivably result in further deteriorated structure.

The costs of the two plans are comparable, with the most recent estimate indicating the fill to be approximately $40,000 cheaper. We believe this additional cost of the structure in a project of this magnitude, approximately $2,000,000, would be well worth the difference.

-more-

It is our understanding now that the City will enter into an agreement with the Highway Department provided the low fill is to be built. City and other local officials apparently feel that the fill will afford some additional flood protection against higher water in the Columbia beyond the protection now provided by the dyke built and maintained by the Corps of Engineers. This dyke is at elevation 100.5 or higher and it is the Corps of Engineers opinion that it will adequately protect the city against a 100 year flood with river flood stages regulated by dams now completed or under construction. The Corps has informed us that they have no plans for any further dyke construction in this area.

Highway funds are not intended to provide for flood protection, and since the structure will provide a more stable highway, we favor it over the fill. However if additional flood protection is afforded by the fill construction, as desired by the City, we feel that the City should be willing to assume the risk of damage to the dock, or increased construction costs that may occur as the result of fill construction.

You will recall that at both meetings we had with local groups, their announced objective was to receive payment for 100% damage to the dock property regardless of which plan was followed. The Consulting Engineer's Report for the Board of Port Commissioners of The Port of The Dalles indicates that it will be necessary to obtain funds in the amount of approximately $650,000 for damages to the Dock from the Highway Department in order to make reconstruction of a Port facility in another location financially feasible. Your appraisals indicate right of way and property damage to be $130,000.

We recognize the desirability of getting the work started in this area. In an effort to possibly accomplish this without further delay we are willing to approve the plan for the low level fill, as set forth in your letter of May 6, provided that the City, Port Commissioners, or others, in consideration of the additional flood protection provided, will assume full financial responsibility, using funds other than Federal Aid Highway funds to pay costs incurred for damage that may result to the dock property from fill construction or for any contract changes that may become necessary to protect the dock property or to provide a stable and satisfactory roadway, during the course of the fill construction.

To condition Bureau approval of a mode of construction in this way is somewhat unusual. It is necessary in this particular case

-more-

because we feel that the alternate solution, the low level viaduct structure, is preferable from an engineering standpoint and does not involve the risks of incurring additional costs which may develop during construction of the fill.

Yours very truly,

B M French

B. M. FRENCH
Regional Engineer

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MAY 2[illegible] 1960
OFFICE OF
[illegible] ENGINEER

RECEIVED
MAY [illegible] 1960
FOR FILING

I-80N-3(27)81

May 6, 1960

1.22 Mr. B. M. French
Regional Engineer
Bureau of Public Roads
Room 740 Morgan Building
720 S. W. Washington Street
Portland 5, Oregon

Dear Sir:

As a follow-up to our recent telephone conversation re The Dalles Section of Interstate 80N, I hand you the following data.

(1) Cost estimate of the two proposals in the dock area (fill-structure).

(2) A folder in which is shown the geologic features and the construction features as related to the geologic features.

(3) An explanation of the construction features. This is a summary of how the construction procedures are related to the soils and geological formation in the area.

I am sure that you are familiar with this entire matter and know of the long and difficult negotiations that have been carried on in an effort to resolve the diversed interests and opinions in connection with the establishment of this route. I will not review them. As of the present time, it appears that by give-and-take all matters have been resolved with respect to the route, connections, interchanges, et cetera, there being only one point of disagreement - that being the construction of a structure in lieu of a fill in the dock area along the Columbia River.

The City Council has indicated that it will sign an agreement, which will allow us to proceed with the work if a fill is constructed. It has stated that it will not approve a plan involving a structure. I believe that the background of this matter is well known to you; however, I will review it briefly.

It is the feeling of some members of the council and others that a fill will afford them a measure of protection from high waters of the Columbia River which would not be afforded by a structure. Whether or not these fears are real, I cannot say but it is my opinion that at least part of the people who are holding out for the fill are doing so in the honest conviction that it is the best for the City and they, of course, represent the City's interest. They are aware that the estimated cost of the two schemes is roughly comparable. It is quite easy to understand why they, as representatives of The Dalles, would insist on a fill, as it is well known that floods have and probably can occur on the river and that within the memory of living individuals, The Dalles was flooded to a point somewhat southerly of Fourth Street. Their fears, to some degree, are probably comparable to the fears of people living in such places as Johnstown, Pennsylvania or Galveston, Texas. This may be a bit exaggerated but I believe it illustrates my point.

The Bureau of Public Roads, or at least certain individuals of the Bureau, has objected to the construction of a fill, their objections also being based on the fear that the fill will cause damage to a somewhat rickety dock owned by the Port of The Dalles and lying adjacent to the area in question.

We have worked out plans, as explained in the data sent herewith, which we believe can be reasonably assumed to allow for the construction of a fill without damage to the adjacent dock. This, of course, is subject to argument and I must frankly admit that no one can guarantee that no damage will occur. It is our judgment that our proposed construction methods are sound and that no extremely unusual risk is involved. We frequently build roads in questionable areas and, as a part of our duties, we must assume the responsibility for things that could occur as a result of our construction. As a somewhat exaggerated example, I call your attention to the construction of the Gold Beach-Brookings Section of US101 in Curry County. It would be unreal for anyone to guarantee that no slides or difficulties would be encountered in a project such as this; however, if a road is to be built someone has to have the courage of their convictions to proceed.

In the hope that this protracted and nagging matter may be closed, I am taking the unusual procedure of appealing to you to make a study of the data herewith submitted and asking that, after conferring with the people of your staff or others, you approve construction of a fill so that we may proceed with this important link in the highway system. The approval, of course, would be on the basis of the Bureau assuming its proportional responsibility under the usual Bureau of Public Roads-State agreements.

At the moment, we do not have additional copies of the material furnished to you. If you wish additional copies or wish copies sent to your Division Engineer, please let me know and we will compile them. I am writing this letter today, as I will be out of the state for a week starting Sunday.

I realize that my approach to this matter may be considered unusual but I believe that the circumstances back of it are unusual. I am also convinced that a settlement along the lines indicated in this letter will be in the public interest.

I strongly urge your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. C. G. Polk

Mr. W. C. Williams

May 5, 1960

Summary of Construction Procedures as related to the Soil and Geological features in the neighborhood of The Dalles Port Facility

Step 1 of the proposed construction plan is to deposit a block rock toe as shown on the cross-sections in this report. The specified size of this rock is to be 150 pounds minimum. The purpose of this rock toe is to form a dike on the river side foundation for the proposed fill. The weight specified for this rock would ensure bedding and stability. This step of construction would provide control displacement of the silty materials. This control is necessary so that a mud wave would not be developed which would cause damage to adjacent facilities. The displacement of the silty material which would be caused by the construction of this rock dike would be negligible and would be dissipated in an equal manner on either side of this dike before any damage would result. This block rock toe would settle through the silty layer of material and rest on the pre-Bonneville sand and gravels depicted by the cross-sections. This report indicates that this silty material is in a near liquid state.

Step 2 of the construction procedure indicates the removal of this silty material by hydraulic dredging methods. This silty material would be pumped to a location approximately 15000 feet to the east where it would be spread out and dried. The completion of the hydraulic operation would thus leave this area of the proposed fill almost entirely free of unsuitable material.

Step 3 of the construction procedure is to ~~impart~~ ~~Compact~~ import the selected fill material and place riprap on the river side of the fill.

2

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1622

April 22, 1960

The Dalles Improvement District
Post Office Box 821
The Dalles, Oregon

Attention Mr. Jack Thienes, Secretary

Gentlemen:

In reply to your letter of March 22, Mr. McAllister of the Bureau of Reclamation was contacted, and the necessary information to estimate the cost of your pipeline under the proposed freeway in The Dalles area was obtained. A letter from Mr. McAllister dated April 12, 1960 indicated that he would recommend that a 66" diameter corrugated metal pipe culvert be installed across the highway right of way through which the pipe may later be threaded.

The cost of installing this 66" corrugated metal pipe under the highway is approximately $16,000. This cost contemplates installing the pipe within our access control lines. This is necessary to comply with the intent of access control under the interstate highway law. Our estimate is based on an eight-gauge pipe, this gauge being necessary because of the fill height. Another method of installation would be to install a 42-inch concrete pipe within our access control lines in such a manner as to allow your line to connect onto this pipe in the future. The cost estimate for this type of installation is approximately $7,000.

Mr. McAllister's letter of April 12 requested, if possible, that the type of fill material to be placed in the vicinity of the discharge line crossing should be material through which a pipe could be jacked with the minimum of effort. Due to the fact that the material on the surface or near to the surface is composed of solid rock, it would become necessary to raise the flow line of this pipe to the ground surface. The type of material that we can obtain in the neighborhood to construct the fills with is of a rocky nature. This type of fill would not lend itself to the jacking operation.

I would recommend that you make every effort for an initial appropriation to handle this matter. I trust that this will be sufficient information for you at this time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

GKA:jp me

cc Mr. W. C. Williams
Mr. Tom Edwards

April 20, 1960

ESTIMATE FOR THE DALLES IMPROVEMENT DISTRICT - PLAN 4

66" Corr. Metal Pipe Crossing Columbia River Highway
Station "L" 2282+65± = 17+95± (Pipe Line)

Item	Unit	Quantity	Price	Cost
Drainage Excavation	Cu. Yd.	600	6.00	3,600.00
Backfill	Cu. Yd.	30	6.00	180.00
66" Corr. Metal Pipe	Lin. Ft.	225	42.00	9,450.00
				13,230.00
	Plus 20% Engineering & Contingencies			2,646.00
	TOTAL			$ 15,876.00

PLEASE RETURN TO
FORREST COOPER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Lower Columbia Development Office
215 North Front Street
Salem, Oregon

IN REPLY
REFER TO:

April 12, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Members of The Dalles Improvement District and a representative of this office visited Mr. Barbee of your staff on March 21, 1960 to acquaint you with details of our proposed The Dalles Western Division irrigation project as they relate to future highway construction in the project area. Specifically, the District is proposing that provision be made in the initial construction of the relocation of U. S. Highway 30 to permit future installation of our primary discharge line with minimum added cost.

As you may know, our feasibility report on the Western Division may, in the near future, be introduced in the Congress for authorization. Cost estimates in this report include no allowance for crossing the relocated highway. These estimates will, however, form the basis for establishing the ceiling on expenditures for project construction. The action of the Improvement District consequently appears to be timely and justified as a potential means of reducing the fund deficit which will probably be experienced.

The Bureau of Reclamation can make no expenditures for this purpose until the necessary Congressional authorization and fund appropriation has been made. It is our understanding, however, that the Improvement District intends to seek an advance appropriation from the Congress during this session. If these funds become available prior to construction of the highway, we recommend that a 66-inch diameter corrugated metal pipe culvert be installed on the centerline of the proposed primary discharge line across the highway right-of-way, through which the pipe may later be threaded.

The culvert pipe should be set on a constant slope with the invert at elevation 121.0 feet at station 17+00 and at elevation 125.0

feet at station 19+00. The invert elevation may be lowered if required to provide a 3-foot minimum depth of cover over the pipe at all points under the highway. If the fill over the pipe is less than 15 feet with an H-20 live load, 10-gage pipe may be used. If the fill over the pipe is between 15 and 20 feet, 8-gage pipe should be provided.

If the Improvement District is not successful in its negotiations and it becomes necessary to construct the highway without this culvert, we request that you restrict, if possible, the type of fill to be placed in the vicinity of the discharge line crossing to material through which the pipe may be jacked with a minimum of effort.

Enclosed is a print of drawing number 884-119-46 showing the general layout of the project, and of drawing number 884-119-48, plan and profile of the primary discharge line in the vicinity of the highway crossing. Please feel free to call upon us for any additional information we may be able to supply.

Very truly yours,

Lee McAllister

Lee McAllister
Area Engineer

Enclosures 2

cc: Mr. Jack Thienes (w/o enclosures)

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APR 13 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

March 30, 1960

ESTIMATE FOR THE DALLES IMPROVEMENT DISTRICT - PLAN I

42" Concrete Pipe Crossing Columbia River Highway
Station "L" 2282+65± = 17+95± (Pipe Line)
42" Concrete Pipe Line Crossing Highway Right-of-Way Unprotected

Item	Unit	Quantity	Price	Cost
Drainage Excavation	Cu. Yd.	419	6.00	2,514.00
Backfill	Cu. Yd.	30	6.00	180.00
42" Concrete Pipe	Lin. Ft.	250	12.50	3,125.00
				5,819.00
	Plus 20% Engineering & Contingencies			1,181.00
	TOTAL			$ 7,000.00

March 30, 1960

ESTIMATE FOR THE DALLES IMPROVEMENT DISTRICT - PLAN 2

42" Concrete Pipe Crossing Columbia River Highway
Station "L" 2282+65± = 17+95± (Pipe Line)
42" Concrete Pipe Crossing R/W through 7' x 7' Reinforced Conc. Box Culvert

Item	Unit	Quantity	Price	Cost
42" Concrete Pipe	Lin. Ft.	250	12.50	3,125.00
	Plus 20% Engineering & Contingencies			675.00
				3,800.00
7' x 7' x 245' Reinforced Concrete Box Culvert				19,300.00
	TOTAL			$ 23,100.00

$75,000
inc 10% Engi.

March 30, 1960

ESTIMATE FOR THE DALLES IMPROVEMENT DISTRICT - PLAN 3

42" Concrete Pipe Crossing Columbia River Highway
Station "L" 2282+65± = 17+95± (Pipe Line)
42" Steel Water Line through R/W in 60" Steel Conduit

Item	Unit	Quantity	Price	Cost
Drainage Excavation	Cu. Yd.	490	6.00	2,940.00
Backfill	Cu. Yd.	30	6.00	180.00
60" Corr. Metal Pipe	Lin. Ft.	250	37.00	9,250.00
42" Steel Pipe	Lin. Ft.	250	22.00	5,500.00
				17,870.00
	Plus 20% Engineering & Contingencies			3,530.00
	TOTAL			$ 21,400.00

12,370
2,630
$15,000

The Dalles Improvement District

P. O. Box 821 ☆ THE DALLES, OREGON

PLEASE RETURN TO
FORREST COOPER

March 22, 1960

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

On March 21st, members of The Dalles Improvement District had occasion to visit with Mr. Barbee of your staff concerning a proposed pipeline which will cross the currently proposed Dalles by-pass highway. According to Mr. Barbee, the location of the by-pass is fully established at the point where the pipeline will cross the new by-pass.

In order to save money, it appeared to us that it would be well to make known to you folks this proposal so that it could be integrated into the plan during the construction of the highway.

Enclosed you will find two copies of the location of the proposed pipeline. I might add that further specifications can be had by working with the Bureau of Reclamation and their staff at the Salem office. This is a Bureau of Reclamation project and they are developing the plans for this proposed pipeline. We expect that the pipeline might be under construction within a year from this date.

One of our problems is the obtaining of the necessary funds to take care of the cost of this pipeline going through the highway before our project is actually ready for appropriation by Congress. We would like to propose that between your staff and the Bureau of Reclamation that the specifications and costs for this pipeline could be figured so that we might ask Congress during this session for an initial appropriation to take care of this matter.

We are currently expecting the hearing date sometime during the month of April, so there is need for some haste in the matter.

If there are further questions, please feel free to call on Mr. Lee McAllister, Area Engineer of the Bureau of Reclamation, or ourselves.

Yours sincerely,

Jack Thienes

Jack Thienes
Secretary

jrt tac
enclosures

RECEIVED

2-6-1

Salem, Oregon
April 20, 1960

Mr. Forrest Cooper
Deputy State Highway Engineer
Building

Considerable analysis of estimates of construction in the vicinity of The Dalles dock has been undertaken. New estimates have been prepared on two alternates - one the Low Level all fill, the other with the Low Level short viaduct construction.

The Cost Section has made a thorough analysis of costs and the surfacing has been revised from A.C. to P.C.C. The compiled data with detailed explanations show the Low Level all fill section to be cheaper by $39,531.

Tom Edwards
Construction Engineer

TE:jw

Attach.

K f

B y

THE DALLES FREEWAY - PLAN 4-A REVISED MARCH 11, 1960

Comparative Estimate -- Sta. 2315 - 2380 - 715-FT. VIADUCT
Low Level - w/short Viaduct & Frontage Road. Sever R. R.

Item	Unit	Quantity	Allow.	Net	Price	Cost
Clearing & Grubbing	Lump					5,000.00
Surface Mainline	Sta.	57.85	10%	63,64	3,230.00	205,557.00
Prepare Base	Mile	1.09		1.09	400.00	436.00
Sight Posts	Each	20	10%	22	4.00	88.00
Guard Rail	Lin. Ft.	9,100	10%	10,010	3.00	30,030.00
Median Barrier	Lin. Ft.	6,500	50'	6,550	5.50	36,025.00
Fencing	Rod	606	10%	667	5.40	3,602.00
Finish Roadbed & Slopes	Mile	1.09		1.09	1,500.00	1,635.00
Slope Protect. Riprap	Cu. Yd.	50,395	10%	55,435	2.75	152,446.00
Embankment in Place	Cu. Yd.	851,307	10%	936,438	0.75	702,329.00
Block Rock Toe	Cu. Yd.	10,561	10%	11,617	1.75	20,330.00
Remove Unsuitable Mat'l	Cu. Yd.	22,745	20%	27,294	1.00	27,294.00
						1,184,772.00
	Plus 20% Engineering & Contingencies					236,954.00
	Subtotal					1,421,726.00
Viaduct Structure 62.4' x 715'						376,000.00
Mainline R/W						130,000.00
Frontage Road Surfacing						20,300.00
Frontage Road Structure						48,000.00
Extend Sewer						15,000.00
Telephone Cable Costs						2,500.00
	Subtotal					591,800.00
Revised April 13, 1960	P. C. C. TOTAL					$ 2,013,526.00

March 1 , 1960

REVISION OF GRAIN CONVEYOR - PORT OF THE DALLES

(Leave in Present Location)

s	Item	Unit	Quantity	Allow.	Total	Price	Cost
	Multiplate 96'	Lin. Ft.	130	10%	143	75.00	10,725.00
	Temporary Structure	Sq. Ft.	800	10%	880	4.00	3,520.00
	Reconstruct Conveyor Through Pipe	Lump					10,000.00
							24,245.00
		Plus 20% Engineering & Contingencies					4,755.00
		TOTAL					$ 29,000.00

March 11, 1960

THE DALLES PORT AREA

Method of reconstructing grain conveyor steps.

1. Pump out unstable material.
   (This should not affect grain conveyor as supports were put in pre-Bonneville.)
2. Build in fill from the ends and under conveyor.
   Make sure of stable fill under conveyor using rock and vibration.
3. Temporarily remove conveyor.
   (Operation 2 and 3 may be reversed if sufficient down time of conveyor is permissable.)
4. Construct multiplate and reconstruct conveyor through it, compacting fill beneath with special core.
5. Do not allow fill against sides of multiplate construction. Temporary structure over top of pipe for haul.
6. The following year, after fill is consolidated, realign pipe and conveyor as needed and complete fill around multiplate and over top.

March 10, 1960

THE DALLES FREEWAY

Explanation of differences between estimates of March 9, 1960 and July 22, 1959.

The two reasons are:
1. Change in estimated prices.
2. Change in proposed construction procedure.

The prices used in the March 9, 1960 estimate reflect further study of the area by the Cost Analysis Department. Note that embankment in place has been increased to $0.75 while riprap has been reduced to $2.75. Coarse rock quantities have been segregated and are priced at $1.75.

Item by item:

a. **Clearing and Grubbing** - Same.

b. **Surfacing Main Line** - Prices have been increased to reflect recent trends in bidding. Asphaltic Concrete 1959 - $1,506.50 per Sta. PCC
Asphaltic Concrete 1960 - $3,230.00 per Sta.
Approximately 20% see below.

All Fill	715 Ft. Viaduct
1959 - $167,715	1959 - $96,115
1960 - $130,423	1960 - $116,086

c. **Prepare Base** - Same.

d. **Sight Posts** - Same.

e. **Guard Rail** - All fill section - Same.
Viaduct section - revision of Quantity: 1959 - $31,371
1960 - $30,030
4-1/2% Reduction.

f. **Median Barrier** - Allowance of 50 feet now used on all.
All Fill section - Same.
Viaduct section - 1959 - $39,325
1960 - $36,025
4-1/2% Reduction

g. **Fencing** - Same.

h. **Finish Roadbed & Slopes** - All Fill section - Same
Viaduct section - 1959 - $1,560
1960 - $1,635
An increase of 5% - Length corrected

i. **Slope Protection Riprap** - A major price revision. 1959 - $4.00 per cu. yd.
1960 - $2.75 per cu. yd.

Block toe rock has now been separated and has a price of $1.75 in 1960 estimates.
It is not now proposed to remove the pre-Bonneville sand, therefore, quantities have been revised to the present proposal to remove the unstable portion of the overlying silt, leaving the sand for foundation.

All Fill	Viaduct Section
1959 - $404,800	1959 - $369,600
1960 - $159,830	1960 - $152,446

All Fill section reduced by 61% - $244,970.
Viaduct section reduced by 59% - $217,154.

j. **Embankment in Place** - Quantities have been reduced to reflect procedure mentioned in Item (i). Prices have been increased to $0.75 per cu. yd. in place.

All Fill	Viaduct Section
1959 - $719,400	1959 - $579,929
1960 - $819,500	1960 - $702,329

All Fill section increased 14% - $100,100.
Viaduct section increased 21% - $122,400.
Larger proportional increase in viaduct section caused by removal of unstable material east of viaduct.

k. **Block Rock Toe** - New item - formerly included in riprap.

All Fill	Viaduct Section
1960 - $70,999	1960 - $20,330

l. **Remove Unsuitable Material** - Price remains at $1.00 - now proposed not to disturb the pre-Bonneville sand, thus reducing quantities.

All Fill	Viaduct Section
1959 - $271,150	1959 - None
1960 - $80,314	1960 - $27,294

All Fill section reduced 70% - $190,836.
Viaduct section - new item

m. **Frontal Road Surfacing** - Reduction on both 1960 estimates reflecting revised location.

All Fill	Viaduct
1959 - $21,600	1959 - $27,600
1960 - $20,300	1960 - $20,300

All Fill section reduced 6% - $1,300.
Viaduct section reduced 26% - $7,300.

n. **Remove and Install Piling** - Used in 1959 estimates has been reduced by estimate of frontal road structure.
1959 estimate - $165,000.
1960 estimate - $48,000.
All estimates reduced by 71% - $117,000.

o. Revise Grain Conveyor - It is now proposed to leave conveyor at present location and encase it in multiplate. This is necessary in All Fill section only as viaduct structure beam will clear top of present construction.
All Fill section - 1959 - $37,200.
1960 - $29,000.
Reduction of 22% - $8,200.

THE DALLES FREEWAY - PLAN 1 REVISED MARCH 9, 1960

Comparative Estimate - Sta. 2315 - 2380 - ALL FILL
Low Level Fill - Port in Place
R.R. Severed. Service by Frontal Road

Item	Unit	Quantity	Allow.	Net	Price	Cost
Clearing & Grubbing	Lump					5,000.00
Surface Mainline	Sta.	65.00	10%	71.50	3,230.00	230,945.00
Prepare Base	Mile	1.23		1.23	400.00	492.00
Sight Posts	Each	24	10%	26	4.00	104.00
Guard Rail	Lin. Ft.	9,800	10%	10,780	3.00	32,340.00
Median Barrier	Lin. Ft.	6,500	50'	6,550	5.50	36,025.00
Fencing	Rod	606	10%	667	5.40	3,602.00
Finish Roadbed & Slopes	Mile	1.23		1.23	1,500.00	1,845.00
Slope Protect Riprap	Cu. Yd.	52,836	10%	58,120	2.75	159,830.00
Embankment in Place	Cu. Yd.	993,333	10%	1,092,666	0.75	819,500.00
Block Rock Toe	Cu. Yd.	36,883	10%	40,571	1.75	70,999.00
Remove Unsuitable Mat'l (Pump)	Cu. Yd.	66,928	20%	80,314	1.00	80,314.00
						1,440,996.00
	Plus 20% Engineering & Contingencies					288,199.00
	Subtotal					1,729,195.00
Mainline R/W						130,000.00
Frontal Road Surfacing						20,300.00
Frontal Road Structure						48,000.00
Extend Sewer						15,000.00
Telephone Cable Cost						2,500.00
Revise Grain Conveyor						29,000.00
	Subtotal					244,800.00
Revised April 13, 1960	P. C. C. TOTAL					$ 1,973,995.00

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Salem, Oregon
February 17, 1960

Meeting at The Dalles

Memo to File

On February 15 a meeting was held at Winks Auction Yard in The Dalles. The following groups were represented:

City Council
Dock Commission
County Court
Chamber of Commerce
Bureau of Public Roads (Polk))
Highway Commission (Edwards and myself)

Dr. Skirving, City Councilman acting as Chairman, asked that a review of the low level plan for the construction of The Dalles Freeway be explained to the group. Mr. Edwards, talking from maps, explained the plan. The meeting then turned into a question-and-answer period, with Mr. Polk, Mr. Edwards, and myself answering various questions directed to us by members of the group.

It would appear that only two points of controversy were evident: (1) the viaduct versus the fill matter at the Port Dock and, (2) a request that comes via the petition route to the County Court for connecting Terminal Way from 6th Street to some point northerly to the new freeway by the construction of grade separation structures on the freeway facility. No encouragement was given to the group re this last matter. The County Judge asked that we make an analysis of the request and give him a letter with our ideas. Mr. Edwards is to prepare a draft.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Tom Edwards

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OFFICE OF The Mayor
180

The Hub of the Pacific Northwest
DALLES CITY
OREGON

CITY HALL THE DALLES, OREGON

February 17, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Again I wish to thank you for your continued interest in our situation concerning the proposed freeway construction through our City. I am sorry I was not able to personally attend the meeting with your representatives the other day, but the entire Council was present, along with the Port Commission and many interested citizens of the City.

The meeting, I believe, was very worthwhile, in that many questions and some issues that had become rather confused during our many meetings were answered to most everyone's satisfaction.

Since that meeting, the Port has held a meeting to again discuss this matter. They have also met briefly with Dalles City Council to inform them of their, the Port's, position.

As a result, I wish to take this means to transmit to you the position of Dalles City. It appears that most of the details such as interchanges, alignment, grade, etc. are satisfactory as presented in your last agreement. However, it is still the feeling of Dalles City that the section to be constructed past the present port facilities should be a low-level fill rather than the proposed low-level viaduct.

If you have any questions or suggestions regarding this matter please contact me at your convenience.

Very truly yours,

John J. Howe

John J. Howe,
Mayor

Copy to
Edwards
Polk

JJH:

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OFFICE OF
STATE HIGHWAY ENGINEER

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SALEM
STATE HIGHWAY COMMISSION

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FOR FILING

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6180

February 9, 1960

Hon. John J. Howe, Mayor
Dalles City
The Dalles, Oregon

Dear Sir:

I am writing to acknowledge receipt of the agreement which was prepared by the City of Dalles City concerning the proposed freeway through your city.

The agreement which you submitted is not satisfactory, because it is predicated upon the idea of revising the main line railroad facility through The Dalles. It is not possible in this particular case to spend highway-user funds for the purpose set forth in your agreement and in your letter. In constructing a freeway through The Dalles, it is not essential that the Union Pacific railroad be revised. There is ample space northerly from the existing railroad on which to build the proposed freeway, and, even after the freeway is constructed, it will still be possible to move the railroad should it be deemed necessary by local interests. With the thought in mind that this rail revision might be accomplished at some future date, we have left sufficient space to the south of our proposed highway so that this plan could be carried out.

We realise the importance of future development to The Dalles area as a whole and are aware of all the planning for future expansion that is being carried on by the Wasco County Planning Commission. In recognising your problems, we are fully aware of the importance of the various types of transportation involved. Realising this, we would like to reach an agreement between the City of Dalles City, the Bureau of Public Roads, and this Department in order to expedite construction of this project. This project means much to the economic well-being of The Dalles area and, for this reason alone, should not be delayed longer than necessary.

The interchanges designed by the Highway Department and approved by the Bureau of Public Roads have been the subject of much thought and discussion among the various organisations involved. These interchanges are specifically designed and located to serve the larger flows of traffic and so situated as to provide service to the areas of more highly developed land.

February 9, 1960

The plan developed by the Highway Department provides for an interchange at Weber Street, connections to the present route of Highway 30 in the vicinity of the Highway office, and an interchange in the vicinity of Taylor Street, with a connection to the existing route near the Brewery Grade. This general layout is indicated in our Report No. [illegible]-4 entitled "The Dalles Freeway", with which you are familiar. The general plan, as outlined above, has the approval of the Bureau of Public Roads. It would seem that the major point of disagreement would be whether a low-level fill or a low-level viaduct is constructed adjacent to the existing Port facility. The Bureau of Public Roads has repeatedly indicated that it does not favor construction of a fill. I believe you are familiar with the type of fill planned but enclose a detail of the same for your further perusal.

It would seem to me that the best procedure would be for our Construction Engineer, Mr. Tom Edwards, to again meet with the City Council and go over the proposal in whatever detail is necessary to reach an understanding, and I so recommend. I have discussed this matter with the local office of the Bureau of Public Roads and suggested that it have a representative present at the meeting with authority to speak for the Bureau, and it has agreed. It is probable that the Division Engineer for Oregon, Mr. C. G. Polk, will appear for the Bureau. I would also suggest that members of the Port Commission and its attorney, Mr. Dennis Lindsey, attend this meeting.

It is our earnest desire to attempt to work out an agreement that will allow us to proceed with the acquisition of right of way and construction of this vitally needed link of the Interstate System. We would welcome an opportunity to further explore all possibilities.

Very truly yours,

W. C. Williams
State Highway Engineer

GKA:jp FC:fn me

Enclosure (2 each)

cc Mr. C. G. Polk
Mr. Kenneth N. Fridley
Mr. Forrest Cooper
Mr. Tom Edwards

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6180

January 7, 1960

1506

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File 08-35.1

Dear Sir:

Reply is made to your letter of December 28 concerning data regarding studies of alternate routes through the city of The Dalles.

The cost estimates as shown on the attached map have no value in connection with studies that might be used for determining an interstate freeway route through The Dalles. The studies in 1946 were made on the basis of a two-lane conventional highway. I use the word "conventional" to distinguish it from a freeway or an expressway.

Three possible routes were given a cursory investigation; one which is shown on the map in blue, one which is shown on the map in yellow and a third which would be somewhat northerly from the yellow line following along the base of a steep slope or bluff which runs in an east-west direction through the city of The Dalles. Even assuming the construction of a relatively low-type facility through The Dalles, it was quite obvious that the so-called water front line was the only feasible route. The construction of a multilane freeway through The Dalles on any other route is so patently impractical that I do not believe the Bureau could seriously consider such a proposal.

The construction of a freeway through The Dalles at any point southerly of First Street would entail either deadending or providing an overpass for every through cross street in the city. The freeway would also tend to divide the town into two parts. A line below the bluff in The Dalles would take out many dwellings, commercial businesses, the county court house, the civic auditorium, possibly the library, and one or more churches.

A line on top of the bluff would take out many homes, several churches, and would come close to or go through schools as well as several commercial establishments. From the standpoint of right-of-way cost alone such a project could not possibly be feasible.

I am surprised that anyone with even a cursory knowledge of the topography and culture in The Dalles would seriously consider, even at the investigation stage, a route anywhere southerly as the one now delineated in our Technical Report No. 58-4. We cannot go along with your suggestion that such studies be made, as we believe it would be a waste of public funds not to mention the repercussions which would obviously result from public knowledge of such proposals.

The State Highway Department is anxious to get practical and economical routes, all things being considered, for all highways. I will be glad to discuss with you at any time any constructive suggestions that you may have. It is not our intention to discourage discussion concerning alternate proposals for highway routings but do not feel that anything is gained by having the public record indicate that serious consideration is being given to visionary or patently impractical proposals.

It is my recommendation that this matter be closed as of the writing of this letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

509 AND 510
U. S. NATIONAL BANK BLDG.

TELEPHONE CY 6-3400

J. TRACY BARTON
ATTORNEY-AT-LAW
THE DALLES, OREGON

November 23, 1959

Mr. Tom Edwards
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Edwards:

At the request of William N. Dielschneider I am sending you copies of letter which I wrote to the Port Commission and copy of letter from Brigadier General William F. Cassidy to Senator Morse.

Mr. Dielschneider requested to be sent a copy of the preliminary plans, as they effect the small boat harbor.

The problems which Mr. Dielschneider mentioned were:

(1) To preserve the present small boat harbor facility, as to its usefullness.

(2) To preserve, and if possible enlarge, the parking facilities.

Thanking you, I am

Sincerely,

J. TRACY BARTON
Attorney for Port of The Dalles

JTB:vmm
cc: Dolph Kimsey
William N. Dielschneider
Charles Tait

[illegible] AND [illegible]
U. S. NATIONAL BANK BLDG

TELEPHONE CY 8 3400

J. TRACY BARTON
[illegible]
THE DALLES, OREGON

Nov 5 - 59

Mr. Paul [illegible]
R.F.D.
Dufur, Oregon

Dear Mr. [illegible]

I was asked to find just what the U.S. Engineers had agreed to, in the matter of the maintenance of the Small Boat Harbor as it now is at its present location.

With the above in mind, I wrote to Senator Morse requesting him to get me the information.

I enclose copy of letter from Brigadier General William F. Cassidy to Senator Morse. This is self explanatory.

Apparently the Government will maintain the Small Boat Harbor at its present location.

I am wondering if the State Highway Commission should be contacted, prior to the time that the highway is actually built. It might be well to send them copies of this letter and draw their attention to the fact that the General states in his letter that the Highway Department has not applied for any change.

It would seem, that an arrangement might be worked out between the U.S. Engineers and the State Highway Commission whereby the Small Boat Harbor could simply be extended at its present location to equalize any part of it that might be taken by the State Highway Department.

Also, the problem of parking should be brought up. There is a considerable area for parking now. A large number of people have boats at the Small Boat Harbor. On one day last August, I estimated there were between 150 and 200 people in bathing on the northerly side of the island. I hope the above and the within are what was requested.

Sincerely,

J. TRACY BARTON

JTB:vmm

HEADQUARTERS
DEPARTMENT OF THE ARMY
Office of the Chief of Engineers
Washington 25, D.C.

(SEAL)

5 November 1959

In Reply refer to ENGWO

Honorable Wayne Morse

United States Senate

Dear Senator Morse:

This is in further reply to your letter of 8 October 1959 inclosing a letter from Mr. J. Tracy Barton of The Dalles, Oregon, concerning a small boat harbor at The Dalles.

The Dalles small boat basin, as authorized by the River and Harbor Act approved 24 July 1946, provides for a breakwater and shear boom protected basin approximately 400 by 800 feet in size with a depth of eight feet below a pool elevation of 72.5 mean sea level. Within this authorization the responsibility of maintenance for the project was assumed by the Federal Government.

Construction of the project was initiated on 8 March 1949 and completed on 17 October 1949. Since the date of completion no maintenance work has been done, nor, to the knowledge of the Portland District office, has there been a request by local people for maintenance work. Also, there is no known record that Portland District personnel have denied the responsibility of the Government in maintaining the project.

At this date the plans of the State Highway Commission for the relocation of Highway 30 have not been finalized nor have they made application for a permit for such relocation.

For your reference, inclosed is a copy of the project and index map covering The Dalles small boat basin.

Sincerely yours,

/s/ William F. Cassidy

WILLIAM F. CASSIDY
Brigadier General, USA
Assistant Chief of Engineers
for Civil Works

2 Incls:
1. Project and Index Map
2. Ltr fr Mr. Barton dtd
5 Oct 59

RECEIVED
DEC 21 1959
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I-80N 3(27)81

6180

December 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: 08-35.2
Project I-80N-3(-)79
The Dalles Bypass

Dear Sir:

Referring to your letter of October 27, 1959, regarding the frontage road connecting to the county road easterly from The Dalles Bridge Road, our estimate of cost for constructing this frontage road is $62,000. Our appraisers have estimated the cost of the property served at $100,000, if no access were provided.

I trust that this will adequately justify the construction of the frontage road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:law fn

IDAHO
MONTANA
OREGON
WASHINGTON
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I-80N-3([illegible]

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

408 State Highway Bldg.
Salem, Oregon

October 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-80N-3(-)79
The Dalles Bypass

Dear Sir:

The recently approved interchange layout for The Dalles Bridge included a frontage road connecting to the county road. This frontage road provides access to the area East of The Dalles Bridge and North of the freeway. The provision for this frontage road must be justified on the basis of cost versus property damage if it is not provided.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Edwards

The Hub of the Pacific Northwest
DALLES CITY
OREGON

OFFICE OF: **CITY HALL** **THE DALLES, OREGON**
The Mayor

November 23, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Please find enclosed a revised agreement which has been signed by Dalles City. Some of the reasons for the submission of this revised agreement are discussed below.

The Rail Revision plan is superior to all other plans proposed and considered because it assures complete accessibility of our waterfront and industrial areas by railway, highway and waterway. Without such accessibility the waterfront and industrial zones, as established by the Wasco County Planning Commission will be isolated and operation of our Port facilities will be imobilized.

The deep draft ship channel, as authorized by Congress, now being rapidly completed by the Corps of Engineers, U. S. Army will be opened to ocean shipping by June 1, 1960, thus extending deep draft service to the Port of The Dalles.

Development and expansion of Port of The Dalles, a municipal corporation is an obligation and public responsibility and objective of the Port of The Dalles Commission. The Dalles Port Commission is now actively promoting and accomplishing the movement of in and outbound commerce through establishment of ocean service to serve the commerce of the tributary region with transportational savings of substantial proportions and improved marketing services for agricultural and industrial products.

Specifically development of commerce is now based on inbound movement of alumina in deep draft ships from Japan and the outbound movement of cargoes of grain to oriental and other foreign markets.

To continue and expand the development of the Port of The Dalles requires unrestricted access by rail and highway to the Port of The Dalles facilities a situation now existing. All plans proposed and considered for by-pass design and location completely block free access to the Port facilities and certain industrial areas, except the rail revision plan.

[illegible]
[illegible]

Bring up
Dec. 14

The terrain to be traversed by the proposed freeway is one of exceedingly limited area because it is bounded on one side by the Columbia River and on the other by the close proximity of high bluffs. Within this area the principal commercial and processing industries of the City of The Dalles are located. Accessibility within this area is paramount if these resources are not to be impaired in their established operations.

Among the important advantages of the rail revision plan are the following:

It provides a grade level by-pass route through our city with a slight rise at the Brewery Grade interchange which retains safety and line of vision factors.

It provides adequate rail and arterial services inside and outside the by-pass.

It provides additional high water protection without obligations upon the Highway Department.

It provides proper interchanges for city and port traffic. It will properly serve all future increase in movement of commerce through the Port.

It will facilitate movement of vehicular traffic in the commercial and industrial section of The Dalles in conjunction with interstate flow of vehicles.

After many discussions, it was felt that these points could not be ignored and were of such importance to this Community that an agreement be entered into which included them.

If you have any questions pertaining to this please contact me at your convenience.

Very truly yours,

John J. Howe

John J. Howe
Mayor

JJH:as

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

RESOLUTION NO. 941

WHEREAS a Throughway Agreement has been prepared and submitted to the CITY OF THE DALLES, a copy of which is attached; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of The Dalles that the Mayor and City Clerk are hereby directed and authorized to execute said agreement in behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of The Dalles on the 23rd day of November, 1959.

John J. Howe
John J. Howe, Mayor

ATTEST:

John B. Thomas
John B. Thomas, City Clerk

RECEIVED

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-FDN-3(22)81

When replying, refer to
08-35.1

6180

408 State Highway Bldg.
Salem, Oregon

September 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is to your September 15, 1959 letter relative to the various alternate designs of the proposed The Dalles Bypass.

As you mention our recent letter to you stated that we favor Plan 4-A consisting of the low short viaduct without a ring dam or dike. However, this office is in no position to state unequivocally that the Bureau will never approve any of the other alternate plans. As you know, this office must report to our Regional and Washington offices, either of which have the authority to overrule our decisions.

Nevertheless, for what it may be worth to you, we will state unequivocally that Plan 4-A is the only alternate this office will approve at the present time.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

WCW
Edw.

NOTED
W. C. WILLIAMS

September 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building

Dear Sir:

We have your recent letter indicating that you favor the plan 4-A for the freeway through the city of The Dalles. This plan provides for a short structure along the westerly portion of the Port of The Dalles dock with no ring dam or dike as requested by the City.

As you are aware, Mr. Edwards (individually) and Mr. Edwards and Mr. Williams (jointly) met with the City of The Dalles regarding the feature of the structure opposite the port dock. The city government and other interested jurisdictions were adamant at both meetings that they would not enter into an agreement with a low-level structure as a part of the design.

We will meet again with these people and attempt to secure an agreement; however, we believe that we should be in a position to state unequivocally that the Bureau will approve only the plan with the short structure opposite the westerly portion of the Port of The Dalles dock and no other.

Will you please definitely advise us as to the Bureau of Public Road's' position in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:fp fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.2

September 11, 1959

NOTE,
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(-)79
The Dalles Bypass

Dear Sir:

Various alternate plans and estimates for The Dalles Bypass were discussed with Mr. Tom Edwards on September 9, 1959. Five alternate plans were presented. The estimated costs for the various plans varied from a high of $2,513,800 to a low of $2,066,000.

The two low estimates were for plans 4a @ $2,066,000 and 4 @ $2,171,700. Plan 4a included a low level structure approximately 715' long and plan 4 included the same low level structure plus a ring dam to provide flood protection for the city.

This office favors plan 4a which indicates a lower cost by some $105,000.

It would appear that the ring dam would be ineligible for participation with Interstate funds since its construction would be of no benefit to the highway user and the need for the ring dam is not created by the construction of the freeway.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

[illegible] - 4 lane [illegible]

edw. Foster

RECEIVED
[illegible] 1 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
[illegible] COOPER

Comparative Estimates
The Dalles Freeway
Sept. 1957

1. Low Level, Port in Place, RR X'ion Severed to Port, Serviced by Frontage Rd.
$ 2,270,300

2 Low Level, Long Viaduct, Port in Place. Ring Dam, Frontage Road.
Construction, except Ring Dam $ 2,251,500
Ring Dam $ 222 250

3. Low Level, ½ Viaduct (16' Median) Frontage Road.
$ 2,513,800

4. Low Level, Short Viaduct, Ring Dam, Frontage Road.
Construction, except Ring Dam $ 2,066,000
Ring Dam $ 105,700

4a Low Level, Short Viaduct, Frontage Road, No Ring Dam
$ 2,066,000

5. Lowel Leve Fill, Port in Place, ½ short viaduct, Frontage Rd.
$ 2,401,500

Ring dam for short viaduct on existing dike $ 46,800

①

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ...... OF ...... SHEETS

THE DALLES FREEWAY Wasco County

Composition Estimate
Sta 2385 to 2390
Low Level Fill - Port in Place
R.R. X'ion Severed to Port - Serviced by Frontal Road

Revised 7-22-59
Baker C.R.

Item	Unit	Quantity	Allowance	Net	Unit Price	Cost
1. Clearing & Grubbing	Lump Sum	—	—	—	—	$5,00
2. Surfacing - Main Line	Sta	65.00	10%	71.50	1506.50	107,715
3. Preparation of Base	Mile	1.23	—	1.23	400.–	492
4. CI Sight Posts	Ea	24	10%	26	4.–	104
5. Metal Guard Rail	Lin Ft.	9800	10%	10,780	3.–	32,34
6. Metal Median Barrier	Lin Ft	6500	50	6550	5.50	36,02
7. Type 2 Fence	Rod	606	10%	667	5.40	3,60
8. Finishing Roadbed & Cut Slopes	Mile	1.23	-	1.23	1500.–	1,84
9. Slope Protection - Rip-Rap	Cu Yd	92,000	10%	101,200	4.–	404,80
10. Embankment in Place	Cu Yd	1,189,600	10%	1,308,000	0.55	719,40
11. Remove Muck	Cu Yd	246,500	10%	271,150	1.–	271,15
				Total Bid Items		1,582,47
				+ 20% Engr & Cont		316,49
12. Telephone Cable Costs						2,50
13. Extend Sewer						15,00
14. Revise Grain Conveyor						37,200
15. Main Line R/W w/damages						130,00
16. Frontal Road Surfacing	Sta	32	10%	35.2	615.–	21,6
17. Removing & Replacing Piling	Lump Sum	-	-	-	-	165,00
				Total Estimate		$2,270,25
				Rounded -		$2,270,3

Grading - $1,719,200
Surfacing - $201,400
$1,920,600

②

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ...... OF ...... SHEETS

THE DALLES FREEWAY

Comparative Estimate
Sta 2315 to 2380
Low Level Viaduct (long) - Part in Place
w/ Ring Dam - Frontage Road

Wasco County
Revised 7-22-59

Baker, C.R.

Item	Unit	Quantity	Allowance	Net Quantity	Price	Amount
1 Clearing & Grubbing	Lump Sum	—	—	—	—	5000
2 Surfacing-Main Line	Sta	47.50	10%	52.25	1506.50	78,715
3 Preparation of Base	Mile	0.90	-	0.90	400–	360
4 CI Sight Posts	Each	14	10%	16	4–	64
5 Metal Guard Rail	Lin Ft	8,050	10%	8855	3–	26,56
6 " Median Barrier	Lin Ft	6500	50	6550	5.50	36,02
7. Type 2 Fence	Rod	606	10%	667	5.40	360
8. Slope Protection Blanket	Cu Yd	72,000	10%	79,200	4–	316,800
9. Embankment in Place	Cu Yd	612,000	10%	673,200	0.55	970,26
				Total Bid Items		837,39
				+20% Engr & Cont		167,509
				Total		1,004,900
Viaduct Structure 62.4' × 1775'						924,000
Main Line R/W						130,000
Frontal Road Surfacing	Sta.	34	10%	37.40	615–	2760
Excavation of Muck & Sand	Cu Yd	52,000	10%	57,200	1–	57,200
Selected Embankment	Cu Yd	87,400	10%	96,140	1.25	120,175
Slope Protection Rip Rap	Cu Yd	10,200	10%	11,220	4–	44,880
Removing & Replacing Piling	Lump Sum	—	—	—	—	185,000
				Total Estimate		2,473,3
				(Rounded)		$2,473,600

Grading - 834,800–
Surfacing - $170,100–
$1,004,900–

③

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

THE DALLES FREEWAY

Comparitive Estimate
Sta. 2315 to 2380
Low Level w/ ½ Viaduct (16' median)
Frontage Road

Wasco County
Revised 7-27-59
Corr. 8-10-59 (Item 9)
Baker, C.R.

Item	Unit	Quantity	Allowance	Net Quantity	Price	Amount
1. Clearing & Grubbing	Lump Sum	—	—	—	—	5,000
2. Surfacing-Main Line	Sta	56.25	10%	61.88	1506^{50}	93,322
3. Preparation of Base	Mile	1.06	-	1.06	400-	424
4. CI Sight Posts	Each	20	10%	22	4-	88
5. Metal Guard Rail	Lin Ft	8825	10%	9707	3-	29,121
6. " Median Barrier	Lin Ft	6500	10%	7150	5^{50}	39,325
7. Type 3 Fence	Rod	606	10%	667	5^{40}	3602
8. Finishing Roadbeds & Cut Slopes	Mile	1.06	-	1.06	1500-	1590
9. Slope Protection-Rip Rap	Cu.Yd	92,000	10%	101,200	4-	404,800
10. Embankment in Place	Cu.Yd	958,500	10%	1059350	0^{55}	582,642
Excavation of Muck	Cu.Yd	133,400	10%	146,740	1-	146,740
				Total Bid Items		1,30[illegible]
				20% Engr. & Cont.		261,466
				Total		1,568,100
11. Viaduct 34' x 1775' Structure						560,000
12. Main Line R/W w/damages						130,000
13. Frontal Road Surfacing	Sta.	34	10%	37.40	615-	2760
14. Removing & Replacing Piling	Lump Sum	—	—	—	—	165,000
15. Revise Grain Conveyor						37,200
16. Telegraph Cable Costs						2,50
18. Extend Sewer						15,000
19. Concrete Slab (8' x 1775')	Sq.Yd.	1578	10%	1735	4^{25}	7,37
20. Reinforcing Bars 1" x 16"	each	944	10%	1038	1-	1038
Grading $1,373,400-				Total Estimate		2,513,8
Surfacing 194,700-				(Rounded)		$2,513,800
$1,568,100						

Form 2-45-...

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OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

THE DALLES FREEWAY Wasco County

Comparitive Estimate
Sta 2313 to 2380 Revised 7-27-59
Low Level - w/ short viaduct -
w/ ring dam - w/ frontage road Baker, Carl

Item	Unit	Quantity	Allowance	Net	Unit Price	Cost
1 Clearing & Grubbing	Lump Sum	—	—	—	—	5,000-
2 Surfacing - Main Line	Sta	58.00	10%	63.8	1506^{50}	96,115-
3 Preparation of Base	Mile	1.04	-	1.04	400-	416-
4 CI Sight Posts	Each	20	10%	22	4-	88-
5 Metal Guard Rail	Lin. Ft.	9506	10%	10,457	3-	31,371
6 Metal Median Barrier	Lin. Ft	6500	10%	7150	5^{50}	39,3
7 Type 2 Fence	Rod	606	10%	667	5^{40}	3,6
8 Finishing Roadbeds & Cut Slopes	Mile	1.04	-	1.04	1500-	1,56
9 Slope Protection - Rip Rap	Cu. Yd.	84,000	10%	92,400	4-	369,600
10 Embankment in Place	Cu. Yd.	958,560	10%	1,054,416	0^{55}	579,92
				Total Bid Items		1,127,008
				20% Engr. & Cont.		225,39
				Total		1,352,40
Viaduct Structure 624' × 71.5'						376,00
Main Line R/W						130,000
Frontage Road - Surfacing	Sta	34	10%	37.4	615-	27,600
Excavation of Muck & Sand	Cu. Yd	24,000	10%	26,400	1-	26,400
Selected Embankment	Cu. Yd.	42,300	10%	46,530	1^{25}	58,162
Slope Protection Rip Rap	Cu. Yd.	4,800	10%	5,280	4-	21,120
Removing & Replacing Piling						165,000
Extend Sewer				-		15,000
				Total Estimate		2,171,682
				(Rounded)		2,171,700-

Grading - 1,151,600-
Surfacing - 200,800-
1,352,400-

Form 2-43-308 (4a)

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

THE DALLES FREEWAY — Wasco County

Comparative Estimates
Sta. 2315 to 2380
Low Level - w/ short viaduct -
w/ frontage road

Revised 8-25-59

Baker Carl

Item			Unit	Quantity	Allowance	Net	Unit Price	Cost
1. Clearing & Grubbing			Lump Sum	—	—	—	—	5,000
2. Surfacing - Main Line			Sta.	58.00	10%	63.8	1506^{50}	96,115
3. Preparation of Base			Mile	1.04	-	1.04	400-	416
4. C.I. Sight Posts			Each	20	10%	22	4-	88
5. Metal Guard Rail			Lin. Ft.	9,506	10%	10,457	3-	31,371
6. Metal Median Barrier			Lin. Ft.	6,500	10%	7,150	5^{50}	39,32
7. Type 2 Fence			Rod	606	10%	667	5^{40}	3,602
8. Finishing Roadbeds & St.			Mile	1.04	-	1.04	1500-	1,560
9. Slope Protection - Rip Rap			Cu. Yd.	84,000	10%	92,400	4-	369,60
10. Embankment in Place			Cu. Yd.	958,560	10%	1,054,416	0^{55}	579,9
						Total Bid Items		1,127,00
						20% Engr. & Cont.		225,3
						Total		1,352,40
Viaduct Structure	624' x 71.5'							376,00
Main Line R/W								130,00
Frontage Road - Surfacing			Sta.	34	10%	37.4	615-	27,60
Removing & Replacing Piling								165,00
Extend Sewer								1,500
						Total Estimate		2,066,00

Grading - 1,151,600-
Surfacing - 200,800-
$1,352,400-

④a

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

THE DALLES FREEWAY   Wasco County

Comparative Estimates
Sta 2315 to 2380
Low Level - w/ short viaduct -
w/ frontage road

Revised 8-25-59

Baker Cool

Item			Unit	Quantity	Allowance	Net	Unit Price	Cost
1 Clearing & Grubbing			Lump Sum	—	—	—	—	5,000-
2 Surfacing - Main Line			Sta.	58.00	10%	63.8	1506^{50}	96,115-
3 Preparation of Base			Mile	1.04	-	1.04	400-	416-
4 CI Sight Posts			Each	20	10%	22	4-	88-
5 Metal Guard Rail			Lin. Ft.	9,506	10%	10,457	3-	31,371-
6 Metal Median Barrier			Lin Ft.	6,500	10%	7,150	5^{50}	39,33
7 Type 2 Fence			Rod	606	10%	667	5^{40}	3,60
8 Finishing Roadbeds & Cut			Mile	1.04	-	1.04	1500-	1,56
9 Slope Protection - Rip Rap			Cu Yd	84,000	10%	92,400	4-	369,6
10 Embankment in Place			Cu Yd.	958,560	10%	1,054,416	0^{55}	579,9
						Total Bid Items		1,127,00
						20% Engr. & Cont.		225,39
						Total		1,352,40
Viaduct Structure 62.4' x 71.5'								376,00
Main Line R/W								130,00
Frontage Road Surfacing			Sta.	34	10%	37.4	615-	2760
Removing & Replacing Piling								165,00
Extend Sewer								1,500
						Total Estimate		2,066,00

Grading - 1,151,600-
Surfacing - 200,800-
$1,352,400-

Form [illegible] ⑤

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ...... OF ...... SHEETS

THE DALLES FREEWAY Wasco County

Comparitive Estimate
Sta 2315 to 2380 Revised 8-25-59
Low Level Fill - Part in Place
& Short Viaduct - w/ Frontal Road Baker, Carl R.

Item	Unit	Quantity	Allowance	Net	Unit Price	Cost
1. Clearing & Grubbing	Lump Sum	—	—	—	—	[illegible]
2. Surfacing - Main Line	Sta	61.5	10%	67.65	1,506^{50}	101,9
3. Preparation of Base	Mile	1.14	–	1.14	400-	456
4. CI Sight Posts	Each	24	10%	26	4-	104
5. Metal Guard Rail	Lin Ft	9800	10%	10,780	3-	32,34
6. Metal Median Barrier	Lin Ft	6500	10%	7150	5^{50}	39,3
7. Type 2 Fence	Rod	606	10%	667	5^{40}	3,60
8. Finishing Roadbeds & Outslopes	Mile	1.14	-	1.14	1500-	1,710
9. Slope Protection - Rip Rap	Cu Yd	92,000	10%	101,200	4-	404,80
10. Embankment in Place	Cu Yd	1,120,308	10%	1,232,330	0^{55}	677,78
11. Excavation of Muck	Cu Yd	206,300	10%	226,930		228,93
				Total Bid Items		[illegible]
				20% Engn & Cont		298,83
				Total		1,792,8
Viaduct Structure 31' x 715'						228,0
Main Line R/W						13
Frontage Road - Surfacing	Sta	34	10%	37.4	615-	27,6
Removing & Replacing Piling		Lump Sum	—	—	—	165,0
Concrete Slab, 8" x 715'	Sq Yd	635	10%	698	4^{25}	2,9
Reinforcing Bars 1"ø x 18"	Each	380	10%	418	1-	41
Revise Grain Elevator						37,30
Telephone Cable Costs						2,50
Extend Sewer						15,3
				Total Estimate		$2,401,4
				(Rounded)		$2,401,5

Grading - 1,583,800-
Surfacing - 209,000-
1,792,800-

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ...... OF ...... SHEETS

THE DALLES FREEWAY Wasco County

[illegible] DAM [illegible]

ESTIMATE OF COST OF CONSTRUCTION 8-27-58

Baker, Carl R.

Item			Unit	Quantity	Allowance	Net	Unit Price	Cost
[illegible]			[illegible]	18,700	10%	20,570	1.25	$25,71
[illegible] Protection-Rip Rap			CYd	4,800	10%	5,280	4.00	21,120
						Total Estimate		46,83

RECEIVED
AUG 10 1959
FOR FILING

I-80N [illegible]

August 7, 1959

Honorable James A. Hunt
Judge, Wasco County Court
Wasco County Courthouse
The Dalles, Oregon

Dear Judge Hunt:

Thank you for sending me the letter from the Tudor Engineering Company dated August 3, which refers to the Interstate Bridge roadway in the vicinity of the proposed crossing of The Dalles Bypass on Highway 80N.

If the placing of a railroad to serve the area north of the relocated highway and westerly of the bridge road could be eliminated, it would certainly be a substantial saving and also eliminate the necessity for seriously disturbing the vertical alignment of the bridge road.

I appreciate your sending the data to me, which I am returning herewith, and welcome any suggestions that you might have re how to proceed in this matter. Your assistance in attempting to get The Dalles routing established has been invaluable to me and I want you to know that I deeply appreciate the effort that you have expended in attempting to solve this complex problem.

Kindest personal regards.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
FC:fn

RALPH A. TUDOR
[illegible]
CARL A. TRESEL

TUDOR ENGINEERING COMPANY

595 MISSION STREET, SAN FRANCISCO 5 · YUKON 2-0010

August 3, 1959

The Honorable James A. Hunt
Judge
Wasco County Court
The Dalles, Oregon

Dear Jim:

We have reviewed the proposed plan of the State of Oregon to provide a full traffic intersection between The Dalles Bridge approach highway (US 197) and the relocated Interstate Route 30. In our opinion this plan produces some undesirable and even dangerous conditions on the bridge approach that should be avoided if at all possible.

It appears to us that the factor which makes the situation difficult to solve is the effort to provide for a future railroad spur that might serve the undeveloped area east of the bridge approach and north of US 30. We seriously doubt the advisability of providing for the railroad spur since the resultant vertical alignments on both the bridge approach highway and the interchange ramps will produce grave sight distance deficiencies that will be a continuing hazard to traffic. The area which would be served by the railroad spur can always be served by highway connections. In addition we believe that the cost of building the spur and the extra cost of the highway in making provision for it would be difficult to justify economically.

The suggested plan will cause the toll plaza to be invisible to the motorists approaching from the south except either from a long range view south of the interchange which will be of little value, or as he comes to the vertical curve breaking just north of the railroad spur underpass. This will be only 700 feet from the toll plaza and on a 5.50% grade that levels out only just as the plaza is reached. These circumstances would make maneuvering to enter and stop in one of the toll booth lanes difficult. The heavy cross-winds which are frequent, would be especially hazardous. Also, from the proposed grade line at the highway and railroad spur overpasses the sight distance to the north for non-passing and for stopping is substandard, particularly for truck traffic, and could be the cause of serious accidents.

Good design for a toll booth always dictates that the approach to and exit from the booth be as nearly level as possible for sufficient distance to give vehicles plenty of room to decelerate or accelerate without difficulty or hazard from or to the legal speed limit. This would not be possible under the proposed plan.

The proposed plan would also, we believe cause vehicles approaching US 197 on the interchange approach ramps on the north side of US 30 to be seriously lacking in sight distance and thus create another hazard at these connections.

We recommend that, if at all possible, the provision for the railroad spur be eliminated in the interest of highway traffic safety. Incident thereto would be a substantial saving in cost.

In the event this is not possible we then urge that the whole length of bridge approach highway in the vicinity of the toll plaza be raised. This will give somewhat improved provision against traffic accidents though this would only be a compromise.

We are returning the drawing which you sent in and have shown our recommendations thereon. In the order of their preference they are:

1. (Red) - Elimination of the railroad spur underpass and revision of the grades on the bridge approach highway and connecting interchange ramps.

2. (Brown) - Raising the toll plaza and some improvement of the bridge approach highway grade.

Very truly yours,

Ralph A. Tudor

RAT:M
Encl.

RECEIVED
JUL 10 1959
FOR FILING

I-80N-3

July 9, 1959

Mr. Kenneth N. Fridley, Member
Oregon State Highway Commission
Post Office Box 33
Wasco, Oregon

Dear Mr. Fridley:

At the last Highway Commission meeting, you requested that I send you a copy of our so-called "less costly plan" for the interchange to the connection of US30 in the vicinity of Brewery Grade at the east limits of The Dalles. I am attaching a layout sheet on which I have indicated the costs. The $578,800 figure is eligible for interstate participation. The $245,000 package is not under the present ruling of the Bureau of Public Roads. This would have to be financed by FA or U Funds. The Bureau has given tentative approval to this plan, the only thing to be determined being the type of funds to be used.

There seems to be a general agreement on most of the other points involved in The Dalles controversy, except the matter of the type of construction used in the vicinity of the Port of The Dalles dock. We are attempting to resolve this matter with the Bureau, after which it is my suggestion that our engineers hold a meeting with the appropriate people in The Dalles, explaining the entire proposal as it appears at that time. We can then determine whether we will be able to proceed, or if some other approach to the problem, such as having the Federal Government proceed with the right-of-way acquisition, will be necessary. I believe that we will be in a position to have all of the matters clarified so that a meeting can be held in the next two or three weeks.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FC:fn:ae

RECEIVED
JUL - 9 1959
FOR FILING

I-80N-3(27) x1

[illegible]

Salem, Oregon
July 8, 1959

MEMO TO FILE:

Interstate Freeway through
The Dalles

On this date, I discussed at considerable length the matter of construction of the Interstate Freeway through the city of The Dalles with Mr. C. G. Polk, Division Engineer of the Bureau of Public Roads. In order to arrive at something concrete, I made the following suggestions to Mr. Polk:

That the so-called Taylor Street diamond interchange northerly of the railroad on the freeway be constructed, using interstate funds.

That the so-called Cooper plan for connecting this interchange with existing US30 be presented to the City as an alternate to the Brewery Grade Interchange, using whatever funds were available. This would be done as a compromise on the basis that funds are not available to construct a complete interchange as previously proposed at Brewery Grade.

That the low-level plan through town be adopted, as to my knowledge there is little opposition as to the main features although some minor details might have to be adjusted.

Referring to the section in the vicinity of the Port of The Dalles Dock, I informed Mr. Polk that we would proceed on any basis that he wished. Mr. Polk stated that he had no opposition to the low-level line, using either a fill or a viaduct with this reservation. That if a fill were built that it would be necessary to first remove the marl or other material that will presumably not support the fill adjacent to the dock. Estimates are to be made of both the fill and the viaduct on the above basis for comparison.

That acquisition of right of way from the Port of The Dalles will be on the basis of leaving the dock in place and paying damages, to be determined by negotiation or in court. The Dalles Port facility is to be connected to the Taylor Street Interchange by a frontage road and our appraisals of the taking from the Port Commission property are to be brought up to date by our appraisers on this basis.

Mr. Polk indicated that when the construction costs are "racked up" and the appraisals re-evaluated on the above basis that the Bureau will make a pitch as to which type of construction it will approve - fill or viaduct. Although Mr. Polk did not say so, it is obvious that the Bureau of Public Roads does not look with enthusiasm on any proposal which will require acquisition of the dock.

Please arrange to assemble the necessary data so that a determination can be made and presentation made to the City. Mr. Polk was of the opinion that we had not presented the low-level viaduct line to the City. I believe this is in error; however, I suggest that at our next meeting we get its expression re this in writing.

I have discussed the matter of acquisition of right of way in The Dalles with Mr. Lindas from the basis of how to proceed if we are unable to reach an agreement with the City. Mr. Lindas intends to study this problem more fully before making a final determination, but it is his current thinking that the Highway Commission probably does not have authority to acquire the right of way without first entering into an agreement with the City. In this event, it would be necessary to so certify to the Bureau, after which it would proceed to acquire the right of way by negotiation or through the federal courts.

I suggest that you get your arithmetic in order, attempt to get a determination from the Bureau, and meet with the City, laying the facts on the table as they appear at that time.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. C. G. Polk

Mr. W. C. Williams
Mr. Tom Edwards
Mr. Leonard Lindas

2

RECEIVED
JUN 10 1959
FOR FILING
I-80N-3(17)
6150

June 8, 1959

1273
1134

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Reply is made to your letter of May 15 concerning the The Dalles Bypass.

In the first paragraph of your letter you state that the low level plan was first presented to you with our letter of April 2. This, in general, is true; however, we must point out that this plan was investigated at the very outset of the The Dalles Bypass investigation and was discarded for two reasons: (1) It was more costly than the low level fill, and (2) It would not be agreed to by the City of The Dalles and the Port of The Dalles. This fact came from the first exploratory meetings with these bodies. It is reiterated by copies of letters from the City and the Port attached. The item was included in our letter of April 2 to substantiate our position that the project had been thoroughly studied and to bring an end to the tedium of continued re-estimating of the project. We will not take issue at this time with your statement that the unstable material pushed into the river by a low level would have to be dredged to provide a channel to the grain-loading dock, even though we believe this not to be true.

With respect to values of the Port of The Dalles dock, we requested of our staff appraisals on the following bases:

Premise 1: Taking of the right of way only plus all rights of access to any point southerly of the freeway. This figure has been established at $263,000.

Premise 2: The taking of the right of way plus the Port dock itself, which figure has been established as $633,000.

Premise 3: The taking of right of way only with access to remain as at present, passing underneath a high level structure. This cost was established at $25,000.

We are at a loss, then, to understand two of your statements - "The estimates of the Port of The Dalles, prepared by your right of way staff and by Mr. Jeffery Holbrook, indicate a value of $263,000." and "....our Right-of-Way Appraiser believes that the right-of-way costs under Plan 3 are between $100,000 and $150,000 too high." It has long been our belief that Mr. Holbrook was thoroughly competent and we would undoubtedly employ him in a condemnation case involving the Port of The Dalles. Our position at the outset of the trial would then be that the Port of The Dalles dock has a value of $533,000. Conversely, if we did not employ Mr. Holbrook, the Port of The Dalles undoubtedly would because of his reputation. We would then immediately be confronted with Mr. Holbrook's appraisal. We are, then, unable to concur in your first statement that the Port of The Dalles dock has a value of $263,000. We are further unable to concur in the position of your appraiser that the cost of right of way under Plan 3 has been estimated at a figure "....between $100,000 and $150,000 too high."

Summarizing the situation concerning the The Dalles Bypass, we point out that the points of disagreement between all parties have been resolved without bitterness with the exception of the type of funds to be used for the Brewery Grade Interchange. We believe this can be worked out. We are in the position of being directed by state laws to enter into agreements with cities when constructing such projects as this within their limits. We are in the position of having to conform to the federal highway laws which require us to hold hearings and to consider the economic effects of such construction upon the communities being bypassed. This was done and the City expressed its desire for the low level plan as outlined in our Technical Bulletin No. 58-4. This plan costs less than any other plan. It is satisfactory to the jurisdictions with which we must deal. We believe the low level facility which we propose is equal in utility and cheaper in cost than the Plan 3, which you recommend, and we again ask your concurrence in our proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

cc to: Mr. W. C. Williams
Mr. Tom Edwards

TS:jw ar

P

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JUN - 1 1959
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PORT OF THE DALLES

THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
EDWARD T. CHAMBERS, PRESIDENT
PAUL KORTGE, VICE-PRESIDENT
HOMER B. WEBB, SECRETARY
ROBERT C. HAMPTON, TREASURER
~~[illegible]~~
J. J. Winter
MANAGER
DOLPH D. KIMSEY

Maint
Steffen
Routing
The Dalles

May 26, 1959

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Highway Thirty By-Pass of
Dalles City

Dear Mr. Williams:

In conference today with members of Dalles City Council, Wasco County Court and Mr. Tom Edwards of your staff, the Port of The Dalles Commission went on record as supporting in its entirety the position taken previously by the three governmental bodies, with respect to construction of the Freeway in the vicinity of the Port Facilities. This is the low-level plan as prepared by the Highway Department, together with the other features presented to you before as being satisfactory.

The Port Commission is definitely opposed to any plan proposed by the Bureau of Public Roads calling for an elevated structure along any part of the river frontage.

We thank you for the opportunity of meeting with Mr. Edwards.

Very truly yours

PORT OF THE DALLES

Dolph D. Kimsey

Dolph D. Kimsey
Manager

DDK:H

copy
Polk
Edwards

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MAY 2[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 2[illegible] 1959

PLEASE RETURN TO
FORREST COOPER

The Hub of the Pacific Northwest
DALLES CITY
OREGON

OFFICE OF: The Mayor
CITY HALL
THE DALLES, OREGON

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Dalles City Council, Wasco County Judge James Hunt and members of the Port Commission have just met with Mr. Edwards of your department. Mr. Edwards explained in detail the position of the Bureau of Public Roads with regards to the freeway construction immediately adjacent to the port facilities.

As a result of this meeting, the three Governmental Bodies are still in agreement with the plan prepared by the Highway Department, known as the "Low Level Plan", with the additional features included which have previously been presented to you.

We cannot understand the position the Bureau of Public Roads takes when their proposal is more costly than the one desired by this community, and especially when it creates more problems, and, in our opinion, is detrimental to the welfare of this community.

Hoping this gives you the information you need to answer the Bureau, I remain,

Very truly yours,

John J. Howe

John J. Howe
Mayor

JJH:as

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MAY 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 2[illegible] 1959

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edwards

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

May 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: The Dalles Bypass
I-80N-3( )79

Dear Sir:

Reference is made to your letter of May 11, 1959, concerning The Dalles Bypass.

The plan, for a bypass around the City of The Dalles, that we recommended in our April 30 letter was a "low level" plan incorporating a low level structure along the section past the Port of The Dalles dock. This plan was first presented to us with your letter of April 2. In all of our discussions with the State and the City of The Dalles, this particular proposal has never been discussed. This plan still follows the alignment and grade of the low level line. The major difference between this and the low level fill plan is that it leaves the Port of The Dalles' dock in place. A fill section through this area would be placed on unstable material that would be squeezed out into the river. This would then require that the channel to the grain loading dock would have to be dredged out.

You point out in your letter that it always has been the desire of the Bureau to leave the dock in place but you state that you cannot understand why. The purchase of an expensive facility which lies outside the required Interstate rights of way is always open to criticism. The estimates of the actual worth of the port dock are very difficult to determine. The report on "New Port Facilities" prepared for the Port of The Dalles by Tudor Engineering Company estimated a value of $650,000 for the existing wharf and warehouses. The State Highway Department's Technical Report No. 58-4, the Dalles Freeway, indicated a value of around $600,000. The estimates of the Port of The Dalles, prepared by your right of way staff and by Mr. Jeffery Holbrook, indicate a value of $263,000. The Oregon State Highway Department Inter-Department correspondence memorandum, dated March 19, 1959, from Don Norlin, Appraisal Supervisor, to Walter T. Wright, Right of Way Engineer, quoted Mr. Holbrook's report as follows:

NOTED
FORREST COOPER

(More)

> "The City of The Dalles is of the opinion that the Oregon State Highway Department has tendered an offer of $650,000 for damage and taking. Based upon this consideration, the Port has made studies for the re-establishment of the entire port facility which would be economic provided that the Oregon State Highway Department did subsidize the proposed port development to that extent. In the event that such a subsidy is not forthcoming, the Port is not in a position economically to reconstitute itself, and thus will go out of existence. The value estimates described and defined above do not take into consideration the problem of the Port of The Dalles and as indicated at the outset of this appraisal, measures only the damage and taking on a market value concept."

It will be very difficult to negotiate a reasonable settlement in view of the above statement and the fact that The Tudor Engineering report states on page VI-3:

> "That estimated revenues from wharfage or handling charges on alumina and space rentals are not sufficient to pay the annual costs under revenue bond financing, without compensation from the Oregon State Highway Department. They are sufficient, however, to pay the annual costs under general obligation bond financing and the taxes will have to be assessed by the Port District only if the revenues are less than the amount herein estimated."

Should negotiations fail and condemnation action result, the Port of The Dalles very likely would be awarded the maximum figure.

The right of way cost figure used for Plan 3 (Low Level Structure) was the figure used under premise one as set forth in the previously quoted INTERDEPARTMENT MEMORANDUM of March 19. Premise one considered that the dock and transit shed facilities would be wiped out. This would not be the case under "Plan 3" (Low Level Structure). Therefore, our Right-of-Way Appraiser believes that the right-of-way costs under Plan 3 are between $100,000 and $150,000 too high.

To summarize, our reasons for favoring the low level line on a structure are:

(More)

1. The cost appears to be as low or lower than any other line, if allowance is made for:

    (a) adjustment in the cost of right-of-way
    (b) probable dredging expense

2. Construction of the low level line on a fill resting on unstable mud, silt, and sand is considered undesirable.

3. Purchase of an expensive dock facility outside the Interstate right-of-way is difficult to justify.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

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MAY 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
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I-80N-3(2?)

.6110

May 11, 1959

1134

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 30, 1959, with your recommendation concerning construction in The Dalles Dock area of The Dalles Bypass Project on Highway 80N.

We believe your letter of April 30 to be an aftermath of the analysis supplied to you in response to your letter of February 5 concerning this same section. We believe your position to be incorrect and inconsistent with all foregoing discussions in this matter. In reviewing the entire design of this section, we have been aware that the purchase of the Port of The Dalles Dock has been distasteful to you for reasons which we cannot determine. We have had many meetings with the City of The Dalles, the Port of the Dalles, Wasco County, and other groups, both individually and jointly. We have very carefully gone into all of the engineering facets of the design. At the conclusion of our studies, we issued a technical bulletin recommending what appeared, in our judgment, to be the best solution to the problem. A public hearing was held and many meetings have taken place since that time. We have had conferences with you. Several requests have been honored in reduction of cost of the project; for instance, the lowering of the finished grade elevation from 108 to 105 and the elimination of the ramps at Fifteenmile Creek.

You are aware of the difficulty we face in securing an agreement with the City of The Dalles. We have steadfastly maintained the same position as the Bureau of Public Roads with respect to removal of the railroad and we believe the City of The Dalles will finally concede on this point; however, in our judgment, any plan that would deviate from the low level plan, which the City has expressed its approval of, would only reopen the whole issue and result in more delay.

We have firmly maintained the position that the low level plan, which contemplates the removal of the City of The Dalles Dock, is the cheapest and best. We went to elaborate ends to investigate all possibilities and determine their costs. In doing this (in direct response to your letter of February 5), we re-investigated Plan 2 and Plan 3, which had been previously studied, but which were re-evaluated on the basis of all the changes enumerated in your letter of February 5. Our previous judgment and study was again vindicated. We find that Plan 3, which you recommend, is $166,200 more expensive than Plan 4. Since Plan 3 is more expensive and is unsatisfactory to the local jurisdictions (who must approve it), we can find no sound basis on which to accept your recommendation. We must, therefore, respectfully request your approval of Plan 4.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw fn

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MAY 14 1959
FOR FILING

I-5W N-3(11)

11/80

May 8, 1959

Honorable John J. Howe
Mayor, The Dalles City
City Hall
The Dalles, Oregon

Dear Mr. Howe:

At a meeting held in my office on March 26 it was decided that I would submit to the Bureau of Public Roads the items listed as questions to be answered in your letter to me of March 27. This I have done quoting your letter verbatim to the Bureau of Public Roads. I now hand you a copy of its reply of April 30.

As I had anticipated, the Bureau of Public Roads more or less side-steps the issue of the Brewery Grade Interchange by stating that it must be financed in some manner other than with interstate funds. You will recall that at our meeting, I anticipated this reaction. I do not agree with its position; however, it has the last say.

Referring to the proposed interchange at Webber Street, it appears that the Bureau will approve an off ramp westerly of Webber Street.

On April 30, I received a letter from the Bureau of Public Roads, which seems to complicate the entire problem at The Dalles rather than point to a settlement. I quote this letter in its entirety:

> "Estimates for the construction of The Dalles Bypass, contained in your letter of April 2, 1959, have been reviewed by this office.
>
> "Since the behavior of the silt, mud and sand overlaying the bedrock is questionable and damage may occur to the dock by the use of a low line fill, this office is strongly in favor of Plan 3 between Stations 2315-2380 which contemplates 1750' of viaduct. This will leave the dock in place and avoid

> any interference with navigation. Access to the dock would be provided from the frontage road serving the boat basin.
>
> "We appreciate the time and effort your Department has expended in order that some acceptable solution to this proclem could be satisfactorily reached."

It would appear that we have reached a temporary impasse. I would welcome any suggestions that you might have as to a solution to the problem.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FC:fn:ae

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.8

April 30, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: The Dalles Bypass
Oregon I-80N-3(-)79

Dear Sir:

Your letter of April 1, 1959, requested that we state the Bureau's position with respect to the various items not yet resolved between the City of The Dalles, the State Highway Department and the Bureau of Public Roads.

In general, it can be said that the position of the Bureau has not been materially altered since our meeting on February 27.

Specifically, with respect to the points raised by The Dalles, as noted in your letter of April 1:

1. The Brewery Grade Interchange.

Interstate funds, in line with National and Regional Policy are not eligible for the construction of connections beyond the ramp terminals. Other Federal funds could be made available for participation in the cost of such connections. We have agreed that this interchange could be provided and there is no point of controversy in this respect. The only difference is the matter of Federal participation limits for constructing the interchange and connections to existing highways.

It is not the intention of the Bureau to arbitrarily deadend an Interstate connection on a high fill thereby making an incomplete or unusable facility. The provision of an interchange at this point is contingent upon commitments by the State, or local agency, for the completion of connections to other facilities that would make the interchange a usable facility. Such commitment should include a statement on standards, construction schedule and financing.

WCW

copy to [illegible]

NOTED
[illegible] COOPER

(More)

2. The Proposed Interchange at Webber Street.

We are willing to consider a ramp diverging from the Interstate freeway at approximately Station 2255 and connecting to the frontage road west of the Webber Street eastbound on-ramp. The design, as proposed by the City, places two ramps diverging from the freeway within 1,000 feet of each other which would create problems of signing and operation.

3. Provision for rail and vehicular access at The Dalles Bridge to serve the area west of the bridge and north of the freeway.

We understand that the provision of space for a future railroad spur diverging from the main line opposite freeway station 2470 and going between the freeway off-ramp and the proposed access road, then passing underneath the approach road to The Dalles Bridge, has been considered and provided for in the State's present design. Federal Aid Interstate funds could not be used to provide this rail connection. When the City of The Dalles develops the area in question, they may then proceed to have the rail connection made without hindrance to freeway traffic.

We further understand that provision for vehicular access to the area will be provided by a turn-off connection from The Dalles Bridge approach road. A stub connection has been provided from the Brewery Grade Interchange to connect to the property in question. If the Brewery Grade Interchange is not constructed, this same type of stub connection could be provided from a grade separated cross-road that would be required to serve the boat basin. The frontage road extending along the north side of the freeway from the Brewery Grade Interchange eastward to The Dalles Bridge could not be constructed using Federal Aid Interstate funds.

The State has provided space for a railroad location between the freeway and the existing levee along the downtown area; therefore, that point has been resolved.

We hope that these statements of the Bureau's position will allow you to formulate an answer to the questions posed by the City of The Dalles.

RECEIVED

Very truly yours,

C. G. Polk
Division Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.8

April 30, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: The Dalles Bypass
Project I-80N-3( )79

Dear Sir:

Estimates for the construction of The Dalles Bypass, contained in your letter of April 2, 1959, have been reviewed by this office.

Since the behavior of the silt, mud and sand overlaying the bedrock is questionable and damage may occur to the dock by the use of a low line fill, this office is strongly in favor of Plan 3 between Stations 2315-2380 which contemplates 1750' of viaduct. This will leave the dock in place and avoid any interference with navigation. Access to the dock would be provided from the frontage road serving the boat basin.

We appreciate the time and effort your Department has expended in order that some acceptable solution to this problem could be satisfactorily reached.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

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I-80N-3(

April 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

On Thursday, March 26, we had a meeting with the Mayor and City Council of The Dalles in a further effort to resolve the items of controversy in connection with the The Dalles Bypass on Highway 80N.

In order that the entire matter may be clarified, the Council decided to submit to us a list of questions for determination by the Bureau of Public Roads. It would then be possible to know what the points of difference, if any, are and on what points there is a general agreement. It has submitted in writing the items that it wishes clarified, viz:

> "First, and most important, is the Brewery Grade interchange. This interchange is vital to not only the central business area but also the future development of the only remaining large area for industrial activities. This interchange provides the only direct link from the business district to the waterfront area north of the proposed freeway and west of The Dalles Bridge. Without this facility, the freeway is severing, and thereby damaging this industrial potential. The fact that there is a potential cannot be denied. It is the only remaining waterfront property that can be developed in connection with the seaway that will be completed this year. The City of The Dalles would like to have the Bureau's decision regarding this interchange."

I might add that it is the position of the Highway Department that this interchange should be built as an integral part of the interstate system financed by interstate funds and our request for approval of this facility is on that basis and not on the basis of using primary or urban funds. It is our thinking that the Port and the community of The Dalles should be served by an adequate connection as proposed by the Brewery Grade interchange and connection and that the Interstate Freeway will not function properly without a complete facility at this point. Arbitrarily deadending the Interstate connection on a high fill northerly from the railroad does not make a complete or usable facility. It is our feeling that a properly designed and adequate connection such as is proposed by the Brewery Grade interchange should be made to a usable street and that the nearest feasible connection is as provided by the interchange.

> "Next, is the interchange proposed at Webber Street. This is satisfactory with one exception. No provision has been made for east-bound traffic to get off the freeway at this point. Inasmuch as there is at present large industrial use of the property to the north, it is essential that traffic from the west has direct access to the industries. What is the Bureau's decision on this feature?"
>
> "The remaining features we feel necessary are, in brief; Provision be made for rail and vehicular access at The Dalles Bridge to serve the area immediately to the west of the bridge and north of the freeway; Frontage road be provided to service Port facilities that will lie north of the freeway; The freeway be moved north a distance that would provide adequate room for an access road or rail service between the freeway and the existing levee along the downtown area. The City Council would like a direct answer from the Bureau of Public Roads on these as well as the other features listed."
>
> "As I stated before, it is our feeling that all the points herein described are essential, and any plan not incorporating them cannot be accepted by the City."

Will you please give us answers to the above questions so that we may know how to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

OFFICE OF: Mayor

CITY HALL THE DALLES, OREGON

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

On behalf of the City Council of Dalles City I wish to again thank you for the time given us yesterday to discuss the interstate bypass of our city. In our discussion it was evident that there is some doubt as to whether or not the Bureau of Public Roads is in complete agreement with the desires of this community.

To date, we have heard officially, through your department, that the Bureau of Public Roads refuses to consider any plans involving the removal of the Union Pacific main line tracks from their present location. It is our understanding that the Bureau will not communicate directly with us. Therefore, we are requesting from the Bureau of Public Roads, through you, specific information regarding the other points this community feels to be absolutely necessary for any route bypassing The Dalles.

① First, and most important, is the Brewery Grade interchange. This interchange is vital to not only the central business area but also the future development of the only remaining large area for industrial activities. This interchange provides the only direct link from the business district to the waterfront area north of the proposed freeway and west of The Dalles Bridge. Without this facility, the freeway is severing, and thereby damaging this industrial potential. The fact that there is a potential cannot be denied. It is the only remaining waterfront property that can be developed in connection with the seaway that will be completed this year. The City of The Dalles would like to have the Bureau's decision regarding this interchange.

(5) Next, is the interchange proposed at Webber Street. This is satisfactory with one exception. No provision has been made for east-bound traffic to get off the freeway at this point. Inasmuch as there is at present large industrial use of the property to the north, it is essential that traffic from the west has direct access to the industries. What is the Bureau's decision on this feature?

NOTED
FORREST COOPER

The remaining features we feel necessary are, in brief; Provision be made for rail and vehicular access at The Dalles Bridge to serve the area immediately to the west of the bridge and north of the freeway; Frontage road be provided to service Port facilities 3 that will lie north of the freeway; The freeway be moved north a distance that would provide adequate room for an access road or rail service between the freeway and the existing levee along the downtown area. The City Council would like a direct answer from the Bureau of Public Roads on these as well as the other features listed.

As I stated before, it is our feeling that all the points 4 herein described are essential, and any plan not incorporating them cannot be accepted by the city.

If you will please relay this information to the proper officials of the Bureau of Public Roads with a request from you that they express themselves on each of the points set forth, I will be most appreciative.

Thanking you again for your cooperation, I remain,

Very truly yours,

John J. Howe
Mayor

jjh/rbl

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MAR 30 1959
OREGON
STATE HIGHWAY COMMISSION

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MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTE
W. C. WILLIAMS

Salem, Oregon
March 23, 1959

SUBJECT: Right of Way Cost
Port of The Dalles
The Dalles By-Pass
Columbia River Highway
Wasco County

To: Mr. Tom Edwards
Construction Engineer
OFFICE

We forward herewith a letter by Mr. Don English of our Appraisal Section. This letter summarizes the result of an appraisal performed by Mr. Alan Gemmell of our Office, and Mr. Jeffery Holbrook, a Portland Fee Appraiser, on property owned by the Port of The Dalles.

The letter is self explanatory.

I call your attention to the last paragraph of the letter from Mr. English. No action by the Right of Way Division could have given the City of The Dalles the impression reported.

WALTER T. WRIGHT
Right of Way Engineer

WTW:jm
Encls. 2 Copies of Letter

cc: Forrest Cooper-1 Copy of Letter
Harold Brainerd-1 Copy of Letter

NOTED
FORREST COOPER

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MAR 24 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1959

SUBJECT: Right of Way Cost
Port of The Dalles
The Dalles By Pass
Wasco County

To:
Walter T. Wright
Right of Way Engineer
OFFICE

We have received an appraisal report from Mr. Jeffery Holbrook on the Port of The Dalles property. Mr. Alan Gemmell, from our office, worked in conjunction with Mr. Holbrook on this problem and has indicated by letter that he generally concurs with the report of Mr. Holbrook. This report indicates that the following valuations are applicable for the right of way taking between Engineer's Center Line Station 2315+00 and 2355+00.

	Actual market value *	Total with contingency
Premise One	$ 219,000	$ 263,000
Premise Two	444,000	533,000
Premise Three	20,625	25,000

* Per Mr. Holbrook's report.

Premise one considers that the proposed highway will be a low line fill construction which will wipe out the dock and transit shed facility and require reconstitution of the boat basin but will provide that the conveyor system for grain handling will be unimpaired. Premise two considers the highway to be a low line construction which will wipe out the conveyor system for grain as well as the dock and transit shed facility and require reconstitution of the boat basin. Premise three considers the highway to be a high line construction which will leave the dock and transit shed facility and the conveyor system intact allowing free access under the structure and requiring only minor reconstitution of the boat basin.

I would also like to call your attention to the following excerpt from Mr. Holbrook's report:

"The City of The Dalles is of the opinion that the Oregon State Highway Department has tendered an offer of $650,000 for damage and taking. Based upon this consideration, the Port has made studies for the re-establishment of the entire port facility which would be economic provided that the Oregon State Highway Department did subsidize the proposed port development to that extent. In the event that such a subsidy is not forthcoming, the Port is not in a position economically to reconstitute itself, and thus will go out of existence. The value estimates described and defined above do not take into consideration the problem of the Port of The Dalles and as indicated at the outset of this appraisal, measures only the damage and taking on a market value concept."

Don Norlin
Appraisal Supervisor

Don English

By: Don English
Staff Appraiser

DE:md

SUMMARY OF ESTIMATES
THE DALLES FREEWAY - WASCO COUNTY

	All Estimates from Station 2315 to Station 2380		Estimate as of Feb. 1959	Estimate as of June 1958
1.	**High Level** (Viaduct 62.4' x 2325', 8.4' median, four 12' lanes, 3' curb offsets, revise cost factors Feb. 1959.)	Roadway Constr.	$ 1,149,500	$ 969,300
		Viaduct	1,860,000	2,400,000
		Right-of-Way	75,000	87,900
		Total	$ 3,084,500	$ 3,457,200
2.	**Low Level Fill** (Port dock in place, R.R., severed, road severed, access via frontage road from interchange. Grade line lowered to 105', revise cost factors Feb. 1959.)	Roadway Constr.	$ 1,586,200	No comparable estimate
		Telephone Cable	2,500	
		39" Sewer Sta. 2342	15,000	
		Revise Conveyor	37,200	
		Remove unstable mat'l	272,600	
		Right-of-way	313,000	
		Total	$ 2,226,500	
3.	**Low Level Structures** (Port dock in place, R.R., severed, road severed, access via frontage road from interchange. Grade at 105', revise cost factors Feb. 1959. 62.4' x 1750' viaduct, 8.4' median, four 12' lanes, 3' curb offset.)	Roadway Constr.	$ 1,031,400	No comparable estimate
		Viaduct	1,005,000	
		Right-of-Way	313,000	
		Total	$ 2,349,400	
4.	**Low Level Fill** (Port removed, access to boat basin only. Grade lowered to 105', revise cost factors Feb. 1959.) NOTE: Old estimates include barge loading facility.	Roadway Constr.	$ 1,470,300	$ 1,718,500
		Telephone Cable	2,500	
		39" Sewer Sta. 2342	15,000	
		Right-of-Way	583,000	679,300
		Subtotal	$ 2,070,800	
		Extend frontage rd. from Sta. 2346 back to Sta. 2331	66,200	
		Revise Conveyor	46,200	
		Total	$ 2,183,200	$ 2,397,800
5.	**Brewery Grade Interchange** Not included in any above. (Interstate Portion)		$ 578,800	

Center line moved approximately 30' north to allow for future railroad relocation included in all estimates dated February, 1959.

Explanation of Differences in Estimates of February, 1959 and June, 1958

1. **High Level Line**

I Roadway Construction: February, 1959 $ 1,149,500 June, 1958 $ 969,300

Surfacing cost $1,200 greater on estimate of February, 1959 due to shorter viaduct structure.

Grading costs were increased by moving line northward thus requiring greater quantities of both embankment and riprap.

Sources of material were given further study and more realistic prices obtained. Present estimate based on $0.55 per cubic yard for embankment in place.

II Viaduct: February, 1959 $ 1,860,000 June, 1958 $ 2,400,000

The viaduct has been made both shorter and narrower. It now is 62.4' wide and 2325' long.

Price revised to the new dimensions by the Bridge Department.

III Right-of-Way: February, 1959 $ 75,000 June, 1958 $ 87,900

The right-of-way costs of the February, 1959 estimate have been revised after further study of the port area by the Right-of-Way Department.

4. **Low Level Line**

I Roadway Construction: February, 1959 $ 1,470,300 June, 1958 $ 1,718,500

Paving cost equal, but to make these estimates comparable the estimate of June, 1958 should be reduced by items:

a) Revise Boat Basin	$ 60,000
b) Protection of Utilities	44,500
c) Retaining Wall	20,200
d) Revise Conveyor	55,400
e) Extend Frontage Road from Sta. 2346 back to Sta. 2331	66,200
Total Deleted Items	$246,300

Comparable roadway costs now become:

February, 1959 $ 1,470,300 June, 1958 $ 1,472,200

Sources of fill material were studied and present estimate is based on $0.55 per cubic yard for embankment in place.

II Right-of-Way: February, 1959 $ 583,000 June, 1958 $ 679,300

Right-of-way costs have been revised after study of the port area. Note that present right-of-way estimate includes damages to the small boat basin.

Numbers 2 and 3 are new proposals for the treatment of this area.

2. This proposal includes leaving the existing dock structure intact, but severing the railroad and road connections. New access would be provided from the interchange via a frontal road past the boat basin and thence to the east end of port

buildings. This construction would entail the revision of the grain conveyor. Due to the material overlaying the bedrock strata opposite the dock buildings, extreme care would have to be made to deposit the fill to avoid destruction of the piling supporting the dock, the plan of deposit being as follows:

a) Deposit block rock toe - minimum size one cubic foot.
b) Dredge out all material inside toe to bedrock.
c) Deposit fill.

The success of this method is doubtful as the behavior of the strata overlaying the bedrock can only be estimated. Any damage to piling supporting the dock would defeat the whole purpose of this alternate, and is therefore not recommended.

3. This proposal is an alternate of No. 2 but uses a low level viaduct adjacent to the port buildings. It is somewhat more costly than No. 2 but insures that no damage could occur to the port facility. If, for any reason, the port buildings must be retained, this is a satisfactory solution, and a safe one.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8

February 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We request that you furnish us revised itemized estimates of cost of The Dalles Bypass, Low Level Line, and High Level Line, between Stations 2315 and 2380. Recent developments have made the cost estimates set forth in Technical Report 58-4 somewhat out of date. This will help to resolve various differences that now exist between your office and ours concerning the relative merits of the Low Level Line over the High Level Line.

The new estimates should reflect the following conditions that have developed since, or were not included in the above mentioned report:

Low Line:

1. Removal of unstable material under fill areas prior to the placement of the embankment then backfilling with a suitable borrow material.

2. Movement of the center line northward approximately 30 feet to make provision for the future relocation of the railroad.

3. Extension of frontage road from Station 2346 westward to Station 2331 along the north side of the freeway.

4. Lowering the grade line to an elevation of approximately 105'.

5. Estimated cost of the Port of The Dalles dock as determined by R.O.W. appraisals.

6. Estimated cost of replacing or preserving existing 39 inch outfall sewer at Station 2342.

[illegible] COOPER

(MORE)

High Line:

1. Structural cost based on a structure width that will provide four 12' lanes, an 8.4' median, and 3' curb offsets for a total width of 62.4 feet.

We further request that the Brewery Grade Interchange costs be listed separately. The costs of the interchange should include only those portions which are eligible for FAI funds. The cross-road section beyond the ramp terminals to its connection with U. S. 30 should not be included.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
FEB - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

2

RECEIVED
MAR 23 1959
FOR FILING

Office Of: Mayor
2/10

The Hub of the Pacific Northwest
DALLES CITY
OREGON

CITY HALL THE DALLES, OREGON

March 17, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The Dalles City Council at its regular meeting last night again discussed at considerable length the matter of the proposed by-pass. With a matter of such great importance as this, it is our feeling that every possible approach must be studied very thoroughly.

In order to satisfy ourselves, as well as the people we represent, that we have studied every phase of this problem, I am, on behalf of the City Council, making one more request to your department. I would appreciate a re-study of the "Railroad Revision" plan, with the rails located on the river side of the freeway, incorporating all the features we have previously agreed upon as being necessary for this community. These features, briefly, are an interchange at Brewery Grade with an access included to serve the industrial area to the east and an interchange at Webber Street with an east-bound off ramp.

By re-study, I mean a new estimate of costs and a comparison of these costs with the "Low Level" plan. There is some feeling that the location of the interchange being moved from Taylor Street to Brewery Grade will have some effect on the overall cost of the "Rail Revision" plan. Also, by having the rail further to the north, the overpass located near the State Highway maintenance sheds could be eliminated, thus effecting another saving.

I realize the feelings of your department and those of the Bureau of Public Roads as regards the moving of the rails, but, as I stated above, we feel that the importance of this matter is great enough to make this request.

Thanking you for your past consideration and your attention to this matter, I am,

Very truly yours,

John J. Howe

John J. Howe
Mayor

4/10/59
Howe called this date and asked that this letter be held in abeyance pending a meeting.
Cooper

JJH/dw

1-PM - Thursday 26th

RECEIVED
MAR 18 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1959
FOR FILING
I-5-N-3 [illegible]
[illegible]

February 18, 1959

Honorable John J. Howe
Mayor, The Dalles City
City Hall
The Dalles, Oregon

Dear Mr. Howe:

In reply to your letter of February 5 in which you refer to various items in connection with the construction of the freeway through The Dalles City, I wish to advise as follows.

Referring to the matter of moving the Union Pacific railroad tracks in connection with the construction of the freeway, I hand you herewith a copy of a letter from the Bureau of Public Roads, which states its position. I might add that our own thinking is in accord with that of the Bureau of Public Roads, as it is not essential to move the railroad to construct the freeway nor to any change being made in the local street pattern as a result of the construction of the freeway. Actually, the construction of the freeway will shift a considerable load of traffic now using the streets to the new facility, which should give some immediate relief to the traffic congestion occasioned by all of the through traffic now having to traverse Second and Third Streets.

It is our thinking that other matters which have been discussed, namely, the connection at Weber Street, the Brewery Grade Interchange, and the connection to the northeast industrial area from the Brewery Grade Interchange are justified and should be constructed as a part of the facility. As of this date, we have been unable to secure the approval of the Bureau of Public Roads. The matter is now being studied by the Bureau and we await its further advice.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.2

February 11, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of February 6 requested written confirmation of the Bureau's position with respect to participation of Federal-aid highway funds in the cost of moving the main line tracks of the Union Pacific Railroad from their present location along First Street in The Dalles to a position just south of the proposed location of the Interstate highway.

Regional Engineer French stated at the Bureau's meeting with The Dalles committee on February 2 that the only basis on which Interstate funds could be used in relocating the railroad would be that it was an essential part of a total plan for putting the Interstate through The Dalles which would be cheaper than any other plan that could be developed.

The State Highway Department has presented one plan which included railroad relocation. This plan indicated that it would cost approximately $2,700,000 more to relocate the railroad than the lowest cost proposal presented. The railroad relocation as shown in The Dalles Bypass report did not appear to be an essential part of the highway plan as the freeway would function just as well if the railroad were left in its present position.

Since the railroad relocation plan is more costly than the alternate plans proposed and is not necessary to the proper functioning of the Interstate highway, we are unable to approve the plan for participation of Federal-aid highway funds.

We trust that this information will assist you in answering Mayor John J. Howe's letter of February 5.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
FEB 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

NOTED
W. C. WILLIAMS

February 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

You have a copy of a letter dated February 5, 1959 from Dalles City in which they refer, among other things, to the moving of the Union Pacific railroad from First Street to a point adjacent to the proposed freeway to the north. I quote from the third paragraph of that letter:

> "So far, we have received only a verbal rejection of this plan, both from the Highway Department and from the Bureau of Public Roads. We would like to receive a letter stating your feelings on the matter of providing this needed access. We would also like a statement from the Bureau of Public Roads indicating their feelings on the rail removal. We understand from a statement made by one of the Bureau Officials that they will not deal directly with a local body. It is for this reason that we are asking for this statement from the Bureau through the Highway Department."

In order that we may have a statement in writing for our records and to furnish Dalles City, we would appreciate a letter from you stating the Bureau's position with respect to federal participation in moving the Union Pacific railroad.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ae

cc to: Mr. W. C. Williams

OFFICE OF:
Mayor

CITY HALL THE DALLES, OREGON

February 5, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

First of all I would like to convey the appreciation of myself and the others accompanying me for the time and consideration given us by yourself and the members of your staff.

We were pleased to learn that the State Highway Department is in agreement with the three local Governmental Agencies on all of the points, with the exception of moving the main line tracks of the Union Pacific Railroad, presented by these agencies as the plan most nearly satisfying the requirements of this community. It is still our feeling, however, that the above mentioned tracks should be moved in order to provide necessary access to the Port facilities.

As was pointed out at our meeting, the Federal Government has authorized the necessary funds for the completion of a channel 27 feet in depth from Portland to The Dalles. This will enable ocean-going vessels to proceed to The Dalles, making this a world port. At the present, Harvey Aluminum is receiving their ore from Japan, some 14 to 18 ships a year. The ships transporting this ore are now unloading at Portland. With the completion of the 27 foot channel, these ships will proceed to The Dalles to unload. We are certain that these ships, instead of proceeding down-river empty, will load here with wheat bound for the Orient. This will make our present grain handling facilities a center of traffic for handling the amounts of grain necessary to satisfy these empty ships. Under the present plans for the freeway, there are no provisions made for this increased amount of traffic. Inasmuch as the Federal Government is financing both the deep-draft channel and the freeway, it seems that one should complement the other, rather than creating conditions that are not now in existence. It is meant by this, that in order to load one ship with wheat, a minimum of 375 large trucks would have to traverse the congested streets of the central business district. From this it is apparent that even with the decreased amount of traffic in our central business

NOTED
[illegible] COOPER

area, due to the construction of the by-pass, we will still be confronted with congestion due to the increased amount of truck movement. This, as was pointed out, could be remedied by the construction of a street to serve the Port facilities where the main line tracks of the Union Pacific Railroad are now located." So far, we have received only a verbal rejection of this plan, both from the Highway Department and from the Bureau of Public Roads. We would like to receive a letter stating your feelings on the matter of providing this needed access. We would also like a statement from the Bureau of Public Roads indicating their feelings on the rail removal. We understand from a statement made by one of the Bureau Officials that they will not deal directly with a local body. It is for this reason that we are asking for this statement from the Bureau through the Highway Department."

The matter of next importance to this area is the interchange proposed at Brewery Grade. It is definitely felt that this interchange must be provided to adequately serve the entire community. May we also have a statement from both the Highway Department and the Bureau of Public Roads regarding the status of this interchange.

I realize that the requests made herein are demanding of both your time and that of the Bureau's, but the answers to these requests are needed by us in order to determine the position the three governmental agencies are to take.

Thanking you again for the time and courtesies extended us, I remain,

Very truly yours,

John J Howe

John J. Howe
Mayor

JJH:as

cc. James A. Hunt, Judge
Wasco County Court

Edward T. Chambers, President
Port Commission,
Port of The Dalles,

RECEIVED
FEB 6 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

January 26, 1959

Honorable Richard L. Neuberger
United States Senator
326 U. S. Court House
Portland, Oregon

Dear Senator Neuberger:

I have your letter of January 5 in which you request information re the routing and construction of the interstate highway through the city of The Dalles. The routing and design of this section poses many extremely difficult problems.

As you know, the main business section of The Dalles is located onaa fairly narrow bench just southerly of the Columbia River, with extremely steep topography southerly from Fourth Street. The main line of the Union Pacific Railroad now occupies First Street, and the Columbia River lies parallel to the town a little north of First Street. The Port of The Dalles has some installations along the water front. The problem is to get a design that is satisfactory to all parties concerned which will meet the federal highway standards and which will provide for reasonable use of lands northerly from the new highway route. The tentative route under study is located parallel to the river front.

State Highway Engineer W. C. Williams and his staff have held numerous meetings with the interested local groups, but they have been unable to arrive at a final solution to all of the problems involved. The principal points under discussion at the moment are the need to provide adequate access both to the town and the water-front area and the moving of the Union Pacific railroad off First Street, as requested by the local officials. This last has been a very knotty problem, as it does not appear at this time that it would come within the scope of state or federal participation, since the highway can be built without affecting the railroad. In other words, the moving of the railroad would be something apart from the actual construction of the highway.

Another meeting is scheduled with the local interested parties on February 2 in Salem, at which time the problem will also be discussed with the local Bureau of Public Roads officials. It will probably be possible to have a clearer picture of the matter after the meeting is held. I shall be happy to give you a report at that time.

Yours very truly,

M. K. McIver
Chairman

DENNIS CHAVEZ, N. MEX., CHAIRMAN
ROBERT S. KERR, OKLA.
ALBERT GORE, TENN.
PAT MCNAMARA, MICH.
RICHARD L. NEUBERGER, OREG.
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NORRIS COTTON, N. H.
ROMAN L. HRUSKA, NEBR.
CHAPMAN REVERCOMB, W. VA.
IRVING E. MOORE, CHIEF CLERK

United States Senate
COMMITTEE ON PUBLIC WORKS

January 5, 1959

Oregon Office:
326 U. S. Court House
Portland, Oregon

Honorable M. K. McIver, Chairman
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear ~~Mr. McIver:~~ Milo!

I have recently met with a delegation of citizens from The Dalles, Oregon, representing the City, Wasco County Court, Chamber of Commerce and the Port District, regarding the new Federal Interstate Highway bypass through The Dalles. I realize that many complex problems are involved, but I am concerned about the possibility that the new highway might impair the orderly growth and development of the Port of The Dalles.

As a member of the Senate Public Works Committee, I have been urging the appropriation of funds by Congress to provide a 27-foot navigation channel on the Columbia River to The Dalles in order to make possible the full development of the port. With the full development of the port and the navigation channel, The Dalles can be a leading industrial and commercial city in our state.

These citizens from The Dalles expressed the belief that current highway plans would seriously interfere with the development of the Port of The Dalles. I know that the State Highway Commission will give careful consideration to this matter, and I am enclosing a statement by the citizens of The Dalles on this problem.

In view of the difficulties in obtaining funds for public works in Oregon and the Pacific Northwest, I hope that nothing will be done to seriously impair the development of the Port of The Dalles. If you feel that it would be desirable, I will be happy to discuss this highway matter with officials of the Bureau of Public Roads.

With best wishes for the holiday season, I am,

Sincerely,

Dick Neuberger

Richard L. Neuberger
United States Senator

RLN:vpb

STATEMENT OF POSITION

OF

DALLES CITY COUNCIL, WASCO COUNTY COURT AND PORT OF THE DALLES

ON

THE DALLES FREEWAY PLAN

PRESENTED WEDNESDAY, 1:00 P.M., NOVEMBER 5, 1958

TO

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

A statement of position was presented at a Public Hearing before the Oregon State Highway Commission, October 3, 1958, setting forth certain findings on which a rejection of the State Highway Department's Low Level Plan were based. At that hearing a request was made for a thirty day period in which to study more carefully certain information that was made available to the City only a short time before the Public Hearing; namely, a report released by the Commission of the Port of The Dalles. This report, made by Tudor Engineering Company at the request of the Port Commission, contained certain information and recommendations that, if followed, would pose serious conflicts with plans being considered for the by-pass of the City.

The premise upon which the Low Level Plan was disapproved was the possibility of not only the continued usage of the Port District's grain storage and loading facilities but an expansion of the same facilities, as they are now located, to provide service for the loading of deep-draft vessels. It was deemed infeasible to provide all the necessary and required services, such as adequate police and fire protection, proper movement of personnel and commodities and the movement of vehicular traffic that would be generated by such a development, if the present facilities were to be expanded and used as a world port.

Dalles City Council has held numerous meetings since October 3, at which members of the Port Commission, County Court and other interested parties were in attendance. The purpose of these meetings was chiefly to discuss the Port's report and the consequences of certain recommendations if these recommendations were carried out.

The conclusions reached by the various political bodies after the meetings previously mentioned were these:

1. That the Port Commission at this time does not plan to develop the existing facilities for grain handling into a deep-draft grain terminal operation. However, the existing facilities will continue to be used for storage of grain, barge loading and rail handling.
2. That the City Council, Port Commission and the County Court were still basically in agreement with statements issued by each in the early part of September, 1958.

These points that were at that time mutually agreed upon were as follows:

1. The basic design of the Low Level Plan as regards location and elevation of the main structure is acceptable.
2. Provision be made for complete and adequate flow of vehicular traffic to service the existing Port facilities without causing congestion on the existing grid system of the downtown business area.
3. Provision be made for complete and adequate flow of vehicular traffic to service existing and future industrial sites without causing congestion on the existing grid system of the downtown business area.
4. Provision be made for full and complete interchange of traffic at the approach to The Dalles bridge. Also that provision be made for future rail service to the area west of the bridge and north of the proposed freeway structure.
5. Provision be made for full and complete interchange of traffic at the westerly and easterly extremities of Dalles City.
6. Provision be made for adequate frontage roads to service the Port facilities and the area previously mentioned west of the bridge and north of the proposed freeway structure.

From the results of studies conducted under direction of Dalles City it was deemed necessary that some other direct access from the interchange at the easterly end of the business district be provided to serve the continued use of the existing grain facilities of the Port of The Dalles. If this were not done, the congested condition of the downtown grid system would be compounded even though through traffic would be using the freeway.

A route traversing the present location of the Main Line tracks of the Union Pacific Railroad would be adequate to not only satisfy this condition, but also provide for an integrated street system for the downtown business core. As has been previously brought to the attention of the Highway Commission, The Dalles has only a limited area in which to expand its business and light commercial developments. It is therefore essential to the economical growth of this community that all land available in the lower elevations abutting the river be put to this use. A considerable amount of land now lies between the Union Pacific Main Line and the proposed freeway that would not and could not be served by adequate vehicular access. Such a route as outlined above would make possible the fullest utilization of this land.

The Low Level Plan makes no provision for direct access from the interchange at the easterly end of Dalles City to the existing industrial developments in that area. Again, the City will be faced with traffic congestion resulting from the required use of City streets to carry the industrial traffic to its destination. The same is true for the interchange at the westerly City Limits in the vicinity of Webber Street. A more complete interchange is necessary to serve this heavy industrial area. There are at present several industries that are considered to be large traffic generators and there are plans in the near future for other developments that would also generate large volumes of traffic.

The area west of The Dalles bridge and north of the proposed freeway is one of the few remaining areas in which this City can expand industrially. If adequate access facilities are not provided to this area it will in effect become dead property, something this community cannot afford. Provision for suitable access, both rail and highway, could be made by a revision of the interchange at the bridge approach. Such time as this access is needed, it could then be expanded without disrupting existing structures.

The Low Level Plan indicates an access road serving only the small boat harbor and a relocated ferry slip immediately north of the business area. The Port Commission has indicated that they must by necessity continue the use of the existing grain facilities for the loading of barges. In the event of fire or other disaster and for the maintenance of river facilities it is necessary that this access road be extended to serve that installation. The foregoing represents the combined desires of the three governmental agencies involved; Dalles City Council, Wasco County Court and the Port Commission of the Port of The Dalles. The various points involved that are in conflict with the Highway Department's Low Level Plan have been arrived at only after numerous meetings of all concerned, and more than a considerable amount of thought and planning has gone into each one. It is the sincere desire of everyone involved to provide an adequate system that will most nearly meet the requirements of the road user and the citizens of this area, and it is not felt that the requests being made herein are unreasonable.

The undersigned wishes to express their appreciation for the extension of time allotted to make further studies of this important problem, and also urgently requests that the proper officials take under consideration the desires herein set forth.

John Craig, Mayor, Dalles City

James A. Hunt, Judge, Wasco County Court

Stan Mayfield, President, Port Commission,
Port of The Dalles

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PARTICIPANTS

W. C. Williams, State Highway Engineer

Forrest Cooper, Deputy Highway Engineer

Ralph A. Tudor, Consulting Engineer

John J. Howe, Mayor, The Dalles

Dolph M. Kimsey, Port of The Dalles

James A. Hunt, Wasco County

Robert B. Laursen, City Manager, The Dalles

Homer B. Webb, Port Commissioner

Edward T. Chambers, Pres. Port

L. W. Hoskins, The Dalles City

Virgil Kelly, Councilman, The Dalles

Kenneth Fridley, Highway Commissioner

D. J. Barbee, Assistant Construction Engineer

Tom Edwards, Construction Engineer

Gerald Attig, Urban Engineer

The Dalles

February 2, 1959

Statement of Position

of

Dalles City Council, Wasco County Court and Port of The Dalles

on

THE DALLES FREEWAY PLAN

Made this 21st day of January, 1959

A meeting was held at The Dalles Hotel at 7:30 P.M., January 21, 1959, at which the following were in attendance: Representing Dalles City, Mayor John J. Howe, Councilman John Skirving, Councilman Virgil Kelly, Councilman John J. Milne, and City Manager Robert B. Laursen; representing Wasco County Court, Judge James A. Hunt and Commissioner Walter Carte; representing The Port of The Dalles, President Edward T. Chambers, Commissioner Homer B. Webb, Commissioner Paul Kortge, Attorney J. Tracy Barton and Manager Dolph Kimsey. Also in attendance were George Lindsay, President of The Dalles Chamber of Commerce, Chamber Manager W. S. Nelson, Chairman of the U.S. 30 By-Pass Committee of the Chamber Rupert Kennedy and Mr. George Stadelman.

The meeting was held to review the status of statements of positions previously made by the three Governmental Agencies; Dalles City, Wasco County, and the Port of The Dalles. A Statement of Position presented to the Oregon Highway Department by the above mentioned agencies on November 5, 1958 was read by Councilman Skirving.

After the reading of this statement, President of The Port Chambers stated that the Port Commission does definitely at this time plan to utilize the existing grain handling facilities for not only barge use but also deep-draft ship operations.

Discussion was then held on the various phases of the By-Pass as it affects the three governmental agencies. From this discussion the following points were mutually and unanimously agreed upon as those that must be incorporated in any plan bypassing The Dalles:

(1) The basic design of the Low Level Plan presented to the Highway Commission as regards location and elevation on the main structure is acceptable.

(2) Some means of vehicular access other than the existing street system of The Dalles be provided to serve the Port facilities, not only as they now exist, but as they are contemplated in the very near future. This can best be accomplished by the utilization of the present right-of-way now occupied by the main line tracks of the Union Pacific Railroad. Removal of the tracks from this area to a position immediately South and parallel to the Freeway would accomplish this point. In

Dalles City Council, Wasco County Court and Port of The Dalles

on

THE DALLES FREEWAY PLAN

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(2) Some means of vehicular access other than the existing street system of The Dalles be provided to serve the Port facilities, not only as they now exist, but as they are contemplated in the very near future. This can best be accomplished by the utilization of the present right-of-way now occupied by the main line tracks of the Union Pacific Railroad. Removal of the tracks from this area to a position immediately South and parallel to the Freeway would accomplish this point. In

FORREST COOPER

addition to providing the above, such a plan would eliminate four dangerous grade crossings that now exist on the present street-railroad system.

(3) At the interchange in the vicinity of Brewery Grade at the Easterly boundary of Dalles City, provisions be made for direct access to the existing industries to the East of said interchange.

(4) At the interchange in the vicinity of Webber Street, at the Westerly boundary of Dalles City, provisions be made for East bound traffic to have direct access to the industrial areas in the immediate vicinity.

(5) Provision be made for future rail and vehicular access to the area West of the Dalles Bridge and North of the proposed freeway.

(6) Provision be made for adequate frontage roads North of the proposed freeway, to service the Port facilities and the area West of The Dalles Bridge.

(7) Provision be made for an interchange to service future Port facilities in the Chenowith Area, when and as they locate new facilities in that area.

These points were, as indicated previously, unanimously agreed upon by those present. Any plan presented to Dalles City that does not meet the provisions as stated above cannot be accepted.

It is therefore requested of The Highway Commission that they give immediate consideration to these provisions and that they direct the State Highway Department to prepare a plan incorporating them.

/s/ John J. Howe
Mayor Dalles City

/s/ James A. Hunt
Judge Wasco County Court

/s/ Edward T. Chambers
President Port of The Dalles

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF KENNETH N. FRIDLEY
P. O. BOX 33
WASCO, OREGON

January 26, 1959

Honorable John J. Howe, Mayor
Dalles City

Honorable James A. Hunt, Judge
Wasco County Court

Mr. Edward T. Chambers, President
Port of The Dalles Commission

Gentlemen:

Herewith is enclosed an opinion by legal counsel for the Oregon Highway Commission relative to the request submitted to me by representatives of local public bodies of Dalles City area for a meeting with the Oregon Highway Department and the Oregon Highway Commission.

Procedures previously outlined by me are supported by legal advice that the Highway Commission can not properly adopt a "freeway plan" acceptable to the Oregon Highway Department but "known to be unacceptable to the Bureau of Public Roads". To do so would place a jeopardy upon the Highway Commission of bearing the full cost of the freeway project in the event of failure to obtain the acceptance of the Federal Bureau of Public Roads. Subsequent action by the Commission rescinding a former action would then necessarily be required to escape a commitment not intended to be borne by the people of the State of Oregon.

After consultation with the other Commissioners, it was agreed that the Commissioner from this district would meet with the interested public agencies of The Dalles Area and the officials of the Oregon Highway Department in Salem on February 2, 1959 at 2:00 P. M. in the Oregon State Highway Building. At this meeting agreement can be reached with Oregon Highway officials as to proper access and design standards for The Dalles freeway by-pass.

Such agreement would then constitute sufficient evidence of acceptance of freeway location and design at the State level to bring the case to issue at the Federal level with the Bureau of Public Roads.

I trust that this explanation and procedure meets with your approval.

Yours very truly,

Kenneth Fridley

KF:fb

Kenneth Fridley, Commissioner

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
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KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF KENNETH N. FRIDLEY
P. O. BOX 33
WASCO, OREGON

January 20, 1959

C
O
P
Y

Mr. E. T. Chambers
West Columbia River Highway
The Dalles, Oregon

Dear Ed:

This letter is a reference to our conference today on U. S. 30 by-pass through The Dalles. I have checked my files to determine, if possible, the proper procedure to follow to bring this issue before the Bureau of Public Roads, therefore making it a Federal issue.

In my review of the situation it appears that since October 3, 1958, several conferences have been held with the Oregon Highway Department and certain proposals made which were accepted by them but were rejected by the Bureau of Public Roads. The grounds for the rejection are unknown to me.

In addition, conferences by certain local groups and public agencies have been held with Senator Neuberger's staff and correspondence with the Senator carried on. No report of the facts submitted to the Senator have been provided me. Verbal report of the staff recommendation however was given which was that the Senator could not enter this case until it was made a Federal issue.

It has been suggested that the Oregon Highway Commission approve a plan acceptable to the Highway Department and the local public agencies but known to be unacceptable to the Bureau of Public Roads in order to bring the case to issue at the Federal level.

Since the Oregon Highway Department is only the planning, designing and construction agency of the Bureau of Public Roads for Interstate Defense Highways, it would appear to me that the approval of a plan by the interested public agencies and the Oregon Highway Department would constitute sufficient evidence of acceptance at the State level to bring the matter to issue at the Federal level without formal action in approving such a plan by the Oregon Highway Commission.

At the hearing held in The Dalles on the Rowena-Chenowith Creek section of U. S. 30 freeway by the Oregon Highway Department on August 14, 1958, request was made by the Port Commission to extend time in which to submit a brief supporting a request for an interchange in the vicinity of Chenowith Creek which was granted. This request for an interchange was denied, I am informed, by the Bureau of Public Roads because of a lack of sufficient evidence to support the statement of the Port Commission that the Port was actually going to build its facilities in the vicinity of Chenowith Creek. No information concerning this procedure was supplied me prior to or after the hearing.

In addition the Port of The Dalles is not indicated as a party to the statement of position presented at the public hearing of the Oregon Highway Commission held here on October 3, 1958. In the absence of a presentation of specific port plans for a grain terminal development at this hearing and an absence of a statement of position at the hearing it would appear that the Bureau of Public Roads and the Oregon Highway Department are uninformed as to the present intentions of the Port Commission in the matter of its planning in total development of the area to be traversed by the proposed freeway.

In view of the foregoing situation I will ascertain the views of the Oregon Highway Department and the Oregon Highway Commission in order to arrive at a proper procedure and submit a report to you on the decisions reached.

Yours very truly,

Kenneth Fridley
Commissioner

KF:fb
cc: Ruppert Kennedy
George Stadelman

Statement of Position

of

Dalles City Council, Wasco County Court and Port of The Dalles

on

The Dalles Freeway Plan

Made this 21st day of January, 1959

A meeting was held at The Dalles Hotel at 7:30 P.M., January 21, 1959, at which the following were in attendance: Representing Dalles City, Mayor John J. Howe, Councilman John Skirving, Councilman Virgil Kelly, Councilman John J. Milne, and City Manager Robert B. Laursen; representing Wasco County Court, Judge James A. Hunt and Commissioner Walter Carte; representing The Port of The Dalles, President Edward T. Chambers, Commissioner Homer B. Webb, Commissioner Paul Kortge, Attorney J. Tracy Barton and Manager Dolph Kimsey. Also in attendance were George Lindsay, President of The Dalles Chamber of Commerce, Chamber Manager W. S. Nelson, Chairman of the U.S. 30 By-Pass Committee of the Chamber Rupert Kennedy and Mr. George Stadelman.

The meeting was held to review the status of statements of positions previously made by the three Governmental Agencies: Dalles City, Wasco County and the Port of The Dalles. A Statement of Position presented to the Oregon Highway Department by the above mentioned agencies on November 5, 1958 was read by Councilman Skirving. The conclusions contained in that statement were as follows:

1. That the Port Commission at this time does not plan to develop the existing facilities for grain handling into a deep-draft grain terminal operation. However, the existing facilities will continue to be used for storage of grain, barge loading and rail handling.

2. That the City Council, Port Commission and the County Court were still basically in agreement with statements issued by each in the early part of September, 1958.

These points that were at that time mutually agreed upon were as follows:

1. The basic design of the Low Level Plan as regards location and elevation of the main structure is acceptable.

2. Provision be made for complete and adequate flow of vehicular traffic to service the existing Port facilities without causing congestion on the existing grid system of the downtown business area.

3. Provision be made for complete and adequate flow of vehicular traffic to service existing and future industrial sites without causing congestion on the existing grid system of the downtown business area.

4. Provision be made for full and complete interchange of traffic at the approach to The Dalles Bridge. Also that provision be made for future rail service to the area west of the bridge and north of the proposed freeway structure.

5. Provision be made for full and complete interchange of traffic at the westerly and easterly extremities of Dalles City.

6. Provisions be made for adequate frontage roads to service the Port facilities and the area previously mentioned west of the bridge and north of the proposed freeway structure.

After the reading of this statement, President of The Port Chambers stated that the Port Commission does definitely at this time plan to utilize the existing grain handling facilities for not only barge use but also deep-draft ship operations. This is in contrast to the position taken by the Port at the time the statement referred to above was presented to the Highway Department.

Discussion was then held on the various phases of the By-Pass as it affects the three governmental agencies. From this discussion the following points were mutually and unanimously agreed upon as those that must be incorporated in any plan bypassing The Dalles:

(1) The basic design of the Low Level Plan presented to the Highway Commission as regards location and elevation on the main structure is acceptable.

(2) Some means of vehicular access other than the existing street system of The Dalles be provided to serve the Port facilities, not only as they now exist, but as they are contemplated in the very near future. This can best be accomplished by the utilization of the present right-of-way now occupied by the main line tracks of the Union Pacific Railroad. Removal of the tracks from this area to a position immediately south and parallel to the Freeway would accomplish this point.

In addition to providing the above, such a plan would eliminate four dangerous grade crossings that now exist on the present street-railroad system.

(2) At the interchange in the vicinity of Brewery Grade at the easterly boundary of Dalles City, provisions be made for direct access to the existing industries to the east of said interchange.

(4) At the interchange in the vicinity of Webber Street, at the westerly boundary of Dalles City, provisions be made for east bound traffic to have direct access to the industrial areas in the immediate vicinity.

(5) Provision be made for future rail and vehicular access to the area west of The Dalles Bridge and North of the proposed freeway.

(6) Provision be made for adequate frontage roads North of the proposed freeway, to service the Port facilities and the area West of The Dalles Bridge.

(7) Provision be made for an interchange to service future Port facilities in the Chenowith Area, when and as they locate new facilities in that area.

These points were, as indicated previously, were unanimously agreed upon by those present. Any plan presented to Dalles City that does not meet the provisions as stated above cannot be accepted.

It is therefore requested of The Highway Commission that they give immediate consideration to these provisions and that they direct the State Highway Department to prepare a plan incorporating them.

/s/ John J. Howe
MAYOR Dalles City

/s/ James A. Hunt
JUDGE Wasco County Court

/s/ Edward T. Chambers
President, Port of The Dalles

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When replying, refer to:
08-35.2

December 29, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Our letter of June 25, with attached memoranda from our Washington and Regional offices, commented on the various design features of The Dalles Bypass Interchanges. The third paragraph of that letter pointed out the fact that the application of Interstate funds to the connecting structure over the railroad leading to the Taylor St. (or Brewery Grade) Interchange had been questioned. We asked then for your comments on this matter. We have not received your comments as of this date.

In cases similar to this our Washington office has ruled that a structure to separate a connection to the Interstate from an existing city street parallel to the Interstate was ineligible for Interstate funds. They have further ruled that Interstate funds were not eligible for constructing a secondary interchange just off the Interstate route.

In view of the above rulings we would like to know to what limits you expect to request participation with Federal-aid Interstate funds on this interchange. We should have adequate documentation justifying any request for participation with "I" funds beyond the usual ramp terminal limits.

Very truly yours,

C. G. Polk
Division Engineer

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November 26, 1958

The City of The Dalles
The Dalles, Oregon

Gentlemen:

Preliminary studies have been completed on the items presented by your group as a result of the public hearing concerning The Dalles By-pass. I report to you in detail as follows:

1. A study was made and a plan achieved whereby an eastbound off-ramp could be secured at Weber Street, thus making this a full interchange. The Bureau of Public Roads refuses to approve this.

2. A revised plan of the Brewery Grade interchange was made whereby it is proposed to make an eastbound off-ramp from this interchange to permit easy access to the industrial area, specifically around the tie plant and railroad yards. The Bureau of Public Roads refused to approve this ramp.

Discussion of the entire plan revealed their objections to the eastbound on- and westbound off-ramps at Fifteen Mile Creek. They did not specifically reject these ramps but indicated they would submit the data to Washington, D. C. for a decision concerning them.

Bureau of Public Roads personnel also objected to the height of the grade, namely, elevation 106 at Union Street. This was the elevation which I indicated to you in the discussion of plans; however, examination reveals that there will still be some freeboard at extreme flood with the present controls now on the river if the grade were lowered to elevation 105. We seek your concurrence in this action. The Bureau of Public Roads has agreed to the extension of the separate road on the northerly side of the freeway westerly from the Brewery Grade interchange to the proposed barge loading facility at the grain elevators.

I would suggest we hold a conference at an early date to further discuss this matter. We will be pleased to bring our personnel to The

Dalles for such a discussion. If you desire, we will invite the Bureau of Public Roads to attend the discussion.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. C. G. Polk
Forrest Cooper
Tom Edwards

TE:jw:ae

cc Mr Fridley

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FOR FILING

When replying, refer to:
08-35.2

September 29, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3( )
The Dalles Bypass

Dear Sir:

"The Dalles Freeway" Technical Report No. 58-4 indicates that the profile grade line for the low level line has a minimum elevation of 107.5 feet in the vicinity of Station 2321 west of port of The Dalles dock. With a +0.02 and +0.021 grade, the elevation at Station 2440 near The Dalles Bridge interchange is approximately 110 feet. The river stages for the 1894 flood, with existing controls, will range from 102.2 at Station 2331 to 105.6 at Station 2455 and with controls under construction these stages will vary from 100.1 at Station 2331 to 103.5 at Station 2455.

It is the opinion of this office and our Regional office that the proposed grade through this area can be materially lowered. If this grade were lowered to a point where the top of the subgrade fill would fall just above the river stages for the controlled 1894 flood, with existing controls, then when the controls under construction are completed, the grade line would be approximately 3-1/2 feet above the controlled 1894 flood stage or a similar flood of over 100 year frequency. This lowering of the grade line is conservatively estimated to result in a savings of approximately 200,000 cubic yards of fill.

Attached is a copy of a memorandum dated September 10, 1958 from our Regional hydraulics engineer for your information.

Very truly yours,

C. G. Polk
Division Engineer

Attachment

BUREAU OF PUBLIC ROADS

OFFICE MEMORANDUM UNITED STATES GOVERNMENT

To: J. F. Cameron, Regional Design Engineer
08-00.2

Date: September 10, 1958

From: L. A. Herr, Regional Hydraulic Engineer
08-00.22

Subject: Columbia River Stages, The Dalles, Oregon

At your request we have contacted the Corps of Engineers concerning river stages at The Dalles; particularly the stages of the 1894 flood.

The 1894 flood on the Columbia River was at least a 100 year flood and its highwater has been the basis for the profile of the existing highway along this river. The State of Oregon is apparently using this flood as a basis for the freeway design at The Dalles as is noted in their report entitled "The Dalles Freeway".

The flow at The Dalles for the 1894 flood was 1,240,000 cfs. which, according to the Corp of Engineers, had river stages as noted on the attached chart. These stages are given for particular locations (river miles and roadway stations). This chart shows uncontrolled stages for the 1,240,000 cfs. and the stages for the same flood regulated to reduce the flow of this flood to 940,000 cfs. or the "New" 100 year flood.

It should be pointed out, however, that all the dams have not been constructed to bring about this degree of regulation. Some dams are existing, some under construction, and others in the proposed stage as follows: existing dams include the Palasades, Grand Coulee, Chief Joseph, McNary and others. Dams under construction include Priest Rapids, Brownlee, and John Day. Dams proposed - Bruce's Eddy, and Pleasant Valley.

The existing dams reduce the flow from 1,240,000 cfs. to 1,100,000 cfs. The dams under construction in combination with the existing dams reduce this flood flow to 1,030,000 cfs. and the final two proposed dams will reduce the flow to 940,000 cfs. The stages for the unregulated 1894 flood and the completely regulated (940,000 cfs.) were obtained from the Corp of Engineers. The corresponding stages for the existing control and the existing control plus those under construction were obtained by interpolation.

From the stages shown on the attached chart and the profile grade elevations as obtained from the freeway report, it is evident that the profile was not governed by flood stage on the Columbia entirely.

If this flood is an important factor in the design, then it is my recommendation that the profile grade be adjusted to more nearly correspond to the stages expected by controlling the 1894 flood by the existing dams. (1,100,000 cfs.)

We inquired of the Corp of Engineers of their proposed plans on dike construction in this area. At present they have no plans and none are proposed.

Attachment

River Mile	Freeway Station	Profile Grade	River Stages for 1894			
			Uncontrolled	Existing Dams	Existing Dams plus under constr.	All Dams constructed *
		ft.	ft.	ft.	ft.	ft.
83.8	2313	116	105.6	101.1	98.8	96.3
84.12[1]	2331	108	106.5	102.2	100.1	97.7
84.9	2383	108	108.1	103.8	101.6	99.1
86[2]	2455	105	110.0	105.6	103.4	100.9

*1894 flood of 1,240,000 cfs reduced to 940,000 cfs.

1. Court St. Gage

2. Three Mile Creek

Note: Since no datum for profile grade is shown, it is assumed to be the same as used by Corps of Engr. for highwater given above.

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OCT 21 1958
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When replying, refer to:
08-35.4
I-80N-3(27)

September 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: The Dalles Freeway
I-80N-3( )

Dear Sir:

Your letter of September 18, 1958, referred to the soil condition encountered along the Dalles Freeway in the vicinity of the port of the Dalles docks. You state that tests of this material have indicated that it is unstable and would not support a fill of the height that will be required for the Low Level line without serious displacement endangering the dock facilities.

We agree that we would be remiss in our duties if construction of this nature and scope were approved and instigated with public funds unless we had factual engineering evidence indicating the exact conditions expected to be encountered. Therefore, we request that you submit to us a complete soils report of the subsurface conditions from approximately Station 2317 to Station 2360 along the Dalles Freeway. This report should indicate the depth to stable foundation material, the height of fill the existing material could support without serious displacement, and the most economical solution to the problem encountered.

We suggest that a firm of qualified consultants, experienced in soil mechanics, be retained to make the study. A firm of the caliber of Dames & Moore, Portland, Oregon, would be acceptable.

Very truly yours,

C. G. Polk
Division Engineer

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NOTED
FORREST COOPER

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September 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of September 10, the first paragraph of which states: "The "Low Level" plan for the Dalles Freeway requires that the port docks be relocated; . . . This is required because the "Low Level" plan provides no underpass on Union Street to the port of the Dalles docks . . ."

This is not the true picture. Two plans were studied, as outlined in Technical Report No. 58-4. The "High Level" plan provides for structure in the area between stations 2326+20 and 2350+30. Investigations have revealed that the Port of The Dalles dock is constructed on piling founded on solid rock driven through material of a slimy, unstable nature varying in depth between 15 and 40 feet. Tests of this material have indicated instability, and it would be then very poor engineering practice to attempt an embankment construction which would invite slides and displacement which would destroy the underpinning of and result in the collapse of the Port of The Dalles dock. We have felt quite certain that both ourselves and your department would be remiss in our duties if construction of this nature were approved and instigated with public funds. The choice then falls into the two categories set forth in the report; namely, the "Low Level" plan, which provides for removal of the dock and the construction of a rock fill which will then displace the slimy material without damage; and second, the construction of the "High Level" plan, which leaves the The Dalles dock in service.

For your information, the causeway to the dock is not shown on the profiles in the report, but its elevation is 97.44 feet. The floor elevation of the dock proper is 97.75 feet.

With respect to the last paragraph of your letter, we have previously given this matter serious study, as explained above, and reiterate our recommendation for the "Low Level" plan.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
TE:ar fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Edwards

September 10, 1958

When replying, refer to:
08-35.4-D

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: The Dalles Freeway
I-80N-3( )74

Dear Sir:

The "Low Level" plan for the Dalles Freeway requires that the port docks be relocated; also, the construction of a grain loading moorage and the revision of the Small Boat Basin. This is required because the "Low Level" plan provides no underpass on Union Street to the port of the Dalles docks and it also severs the railroad spur servicing the dock facilities.

The existing grade line of the "Low Level" plan clears Union Street by approximately 18 feet. We believe that, with little or no revision, it is possible to pass Union Street under the Freeway. The railroad spur serving the dock facilities is now on an elevation of 100 feet. To provide a 22 foot clearance over the railroad, it will be necessary to have freeway grade of 127 feet at this point. This may be obtained by rolling the freeway grade and most of the resulting higher fills would be east of the port facility.

We feel that this proposal should be given careful consideration as it will result in the port of the Dalles being left intact and serviceable. If this plan is adopted, no impairment to interstate traffic would be incurred.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

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CONSTRUCTION DIVISION
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STATE HIGHWAY ENGINEER

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STATEMENT OF POSITION
OF
DALLES CITY COUNCIL, WASCO COUNTY COURT AND PORT OF THE DALLES
ON
THE DALLES FREEWAY PLAN

PRESENTED WEDNESDAY, 1:00 P.M., NOVEMBER 5, 1958

TO

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

A statement of position was presented at a Public Hearing before the Oregon State Highway Commission, October 3, 1958, setting forth certain findings on which a rejection of the State Highway Department's Low Level Plan were based. At that hearing a request was made for a thirty day period in which to study more carefully certain information that was made available to the City only a short time before the Public Hearing; namely, a report released by the Commission of the Port of The Dalles. This report, made by Tudor Engineering Company at the request of the Port Commission, contained certain information and recommendations that, if followed, would pose serious conflicts with plans being considered for the by-pass of the City.

The premise upon which the Low Level Plan was disapproved was the possibility of not only the continued usage of the Port District's grain storage and loading facilities but an expansion of the same facilities, as they are now located, to provide service for the loading of deep-draft vessels. It was deemed infeasible to provide all the necessary and required services, such as adequate police and fire protection, proper movement of personnel and commodities and the movement of vehicular traffic that would be generated by such a development, if the present facilities were to be expanded and used as a world port.

NOTED
FORREST COOPER

Dalles City Council has held numerous meetings since October 3, at which members of the Port Commission, County Court and other interested parties were in attendance. The purpose of these meetings was chiefly to discuss the Port's report and the consequences of certain recommendations if these recommendations were carried out.

The conclusions reached by the various political bodies after the meetings previously mentioned were these:

1. That the Port Commission at this time does not plan to develop the existing facilities for grain handling into a deep-draft grain terminal operation. However, the existing facilities will continue to be used for storage of grain, barge loading and rail handling.
2. That the City Council, Port Commission and the County Court were still basically in agreement with statements issued by each in the early part of September, 1958.

These points that were at that time mutually agreed upon were as follows:

① The basic design of the Low Level Plan as regards location and elevation of the main structure is acceptable.

Move R.R. 2. Provision be made for complete and adequate flow of vehicular traffic to service the existing Port facilities without causing congestion on the existing grid system of the downtown business area.

Connections to Tie Plant. 3. Provision be made for complete and adequate flow of vehicular traffic to service existing and future industrial sites without causing congestion on the existing grid system of the downtown business area.

④ Provision be made for full and complete interchange of traffic at the approach to The Dalles bridge. Also that provision be made for future rail service to the area west of the bridge and north of the proposed freeway structure.

5. Provision be made for full and complete interchange of traffic at the westerly and easterly extremities of Dalles City. East C.K. - West [illegible]

⑥ Provision be made for adequate frontage roads to service the Port facilities and the area previously mentioned west of the bridge and north of the proposed freeway structure.

From the results of studies conducted under direction of Dalles City it was deemed necessary that some other direct access from the interchange at the easterly end of the business district be provided to serve the continued use of the existing grain facilities of the Port of The Dalles. If this were not done, the congested condition of the downtown grid system would be compounded even though through traffic would be using the freeway.

A route traversing the present location of the Main Line tracks of the Union Pacific Railroad would be adequate to not only satisfy this condition, but also provide for an integrated street system for the downtown business core. As has been previously brought to the attention of the Highway Commission, The Dalles has only a limited area in which to expand its business and light commercial developments. It is therefore essential to the economical growth of this community that all land available in the lower elevations abutting the river be put to this use. A considerable amount of land now lies between the Union Pacific Main Line and the proposed freeway that would not and could not be served by adequate vehicular access. Such a route as outlined above would make possible the fullest utilization of this land.

The Low Level Plan makes no provision for direct access from the interchange at the easterly end of Dalles City to the existing industrial developments in that area. Again, the City will be faced with traffic congestion resulting from the required use of City streets to carry the industrial traffic to its destination. The same is true for the interchange at the westerly City Limits in the vicinity of Webber Street. A more complete interchange is necessary to serve this heavy industrial area. There are at present several industries that are considered to be large traffic generators and there are plans in the near future for other developments that would also generate large volumes of traffic.

The area west of The Dalles bridge and north of the proposed freeway is one of the few remaining areas in which this City can expand industrially. If adequate access facilities are not provided to this area it will in effect become dead property, something this community cannot afford. Provision for suitable access, both rail and highway, could be made by a revision of the interchange at the bridge approach. Such time as this access is needed, it could then be expanded without disrupting existing structures.

The Low Level Plan indicates an access road serving only the small boat harbor and a relocated ferry slip immediately north of the business area. The Port Commission has indicated that they must by necessity continue the use of the existing grain facilities for the loading of barges. In the event of fire or other disaster and for the maintenance of river facilities it is necessary that this access road be extended to serve that installation. The foregoing represents the combined desires of the three governmental agencies involved; Dalles City Council, Wasco County Court and the Port Commission of the Port of The Dalles. The various points involved that are in conflict with the Highway Department's Low Level Plan have been arrived at only after numerous meetings of all concerned, and more than a considerable amount of thought and planning has gone into each one. It is the sincere desire of everyone involved to provide an adequate system that will most nearly meet the requirements of the road user and the citizens of this area, and it is not felt that the requests being made herein are unreasonable.

The undersigned wishes to express their appreciation for the extension of time allotted to make further studies of this important problem, and also urgently requests that the proper officials take under consideration the desires herein set forth.

John Craig, Mayor, Dalles City

James A. Hunt, Judge, Wasco County Court

Stan Mayfield, President, Port Commission,
Port of The Dalles

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JUN 26 1958
FOR FILING

I-80N-3([illegible])21

6180

June 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

I am writing in response to your letter of June 12 concerning The Dalles Freeway in which you requested additional information on the Brewery Grade and the modified Taylor Street Interchange layouts.

The connection from Brewery Grade to the Freeway runs approximately 100 feet east of the Union Pacific Railroad yard office and along the easterly limit of its parking area. To eliminate 150 feet of the railroad overcrossing structure and adjusting Tie Plant road as suggested would seriously hamper the railroad's operation in this area. It is readily apparent that any future railroad or industrial expansion must be made south of the existing dike. The longer structure would not hamper railroad operations or its expansion to any degree and freedom of movement through this area could still be maintained.

The adjustment of existing Brewery Grade is necessitated by the proposed "C" and "B" Lines. These lines must rise over the existing highway and would cover the existing Brewery Grade. The Brewery Grade revision would occupy waste property along the rimrock and would not require developed property for right of way.

We have previously changed the Taylor Street Interchange to a diamond to better the layout and improve the frontage road connection.

The grade crossing of the local railroad spur is still in either layout. This spur has extremely light usage and should present no serious difficulty in either case. The spur usage shows three cars per week during the grain season and virtually none during the remainder of the year.

We have modified the Taylor Street layout in the vicinity of 2nd and 3rd Streets as shown on the sketch previously submitted. Alternate cost estimates are as follows:

Taylor Street (modified)	$1,417,000
Brewery Grade	1,386,000

We believe the Brewery Grade pattern will function more smoothly than the Taylor Street modified plan; however, there are some difficult construction problems in the Brewery Grade plan which are not present in the Taylor Street modified plan and since the cost is comparable, we will approve the plan which you desire. They have both been included in the The Dalles Freeway report.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.2

June 12, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have your preliminary plans on The Dalles Freeway under study and wish to request further information regarding some features.

We note that a new interchange (Brewery Grade) is submitted, replacing the Taylor Street layout previously discussed.

In reviewing this new interchange layout it appears that it might be possible to eliminate approximately 150 ft. of the long railroad overcrossing structure by adjusting the Tie Plant road in a similar manner as was done on the Taylor Street layout.

We are also concerned with the adjustments to Brewery Grade required by this layout.

We feel that some revision should be made in the Taylor Street interchange to make it conform to the low level design. This will probably require a modification of the layout to accommodate the frontage road to the boat landing and substitute diamond type off and on ramps for the 100' radius loop.

We are still concerned with the railroad grade crossing appearing in both the present layouts and wish to suggest that a study be made to see if the eastbound traffic from Third Street could be split in the vicinity of Madison St. and carried up and over Monroe St. and the railroad spur and onto the interchange.

It is requested that alternate cost estimates be prepared comparing the cost of the Taylor Street layout, modified, with Brewery Grade layout.

Very truly yours,

C G Folk

C. G. Folk
Division Engineer

CONSTRUCTION DIVISION
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JUN 13 1958
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REFERRED TO
Shaw
By Construction Engineer
SH19 [illegible] 6-15

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RECEIVED
JUN 27 1958
FOR FILING
OREGON DISTRICT
I-82-3( )
61

file

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.2-D

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: The Dalles Bypass Interchanges,
Project I-82-3( ), old FAI-36

Dear Sir:

The layouts for four interchanges on The Dalles Bypass have been reviewed by our Washington office and copies of their comments with accompanying comments from our Regional office are attached for your consideration.

This office has given full consideration to the possibility of eliminating the Taylor Street interchange, as suggested by the Washington office, and come to the conclusion that due to the difficulty of adequately improving the existing Columbia River Highway easterly to The Dalles Bridge interchange, an interchange in the vicinity of Taylor St. will be needed.

Please note that deferment of construction of the Taylor St. interchange has been suggested with the provision that necessary right-of-way be obtained now, with Federal participation. The eligibility of the connecting structure over the railroads has also been questioned. Please comment on these matters.

Concerning the partial interchange at Fifteen Mile Creek which we questioned in our letter to you of March 6, 1958, we will need adequate justification from your office for provision of this interchange.

Your office has recently submitted a layout for an interchange at Brewery Grade as a substitute for the Taylor St. interchange. You have also submitted a revised layout at Taylor St. to fit the "low line" and eliminate the spur railroad grade crossing. Based on preliminary examination of these layouts, we favor the Taylor St. design as it is somewhat cheaper and avoids crossing the railroad spur at grade. However, we believe the two-lane "on" ramp from Third St. could be changed to one-lane as the 6% ascending grade is only about 400 ft. long and the traffic of 4800 ADT (DHV 670) can be carried satisfactorily on one lane. We note the Brewery Grade layout only provides a single lane "on" ramp for the same traffic although the 5% grade is 350' long.

The above comments are given to you at this time in order that you will be aware of our ideas on the subject prior to the holding of the public hearing at The Dalles.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

Encl.

08-00.2 BUREAU OF PUBLIC ROADS

Office Memorandum · UNITED STATES GOVERNMENT

TO : Mr. C. G. Polk, Division Engineer
Salem, Oregon

DATE: June 13, 1958

FROM : J. F. Cameron, Acting Regional Engineer
Portland, Oregon

SUBJECT: Oregon FAI-36, The Dalles By-Pass Interchanges

I-82-3( )

We enclose a copy of Mr. Williams' June 9 memo.

We endorse Mr. Williams' suggestion that the Taylor Street Interchange be deferred until traffic conditions require that it be constructed.

It is suggested that the State, if agreeable to this proposal, secure the necessary right of way now to construct the Interchange, when it is required. Federal participation is possible.

However, as noted in our February 27 memo, a more adequate layout is deemed desirable and in any event consideration should be given to the proposed revisions.

The prints we sent you on February 27, 1958 with suggested changes in pencil should be returned when you finish with them as they were the only set we had.

Attachment - 1

22-60 BUREAU OF PUBLIC ROADS

Mr. [illegible], Regional Engineer June 9, 1958
Portland, Oregon

G. M. Williams, Assistant Commissioner for Engineering
By: [illegible], Chief, Highway Design Division

Oregon FAI-35, The Dalles By-Pass Interchanges
I-82-3( )

We are pleased to comply with your request of February 27 for comments concerning the preliminary plans for the above project interchanges. These were deferred until the traffic survey report could be examined also.

If traffic conditions develop to a point where this interchange is required it can then be constructed without any great inconvenience to Interstate traffic. The design of this interchange makes it convenient for traffic from the East on Columbia River Highway to use this interchange and proceed to the West via the Interstate.

We feel that full consideration should be given to the possibility of eliminating the Taylor Street interchange. It appears that the connecting structures over the railroads constitute a [illegible]; the costs of which are not eligible as Interstate work. The comments in your memorandum to Mr. Polk dated February 27 concerning West The Dalles, The Dalles Bridge, and Fifteen Mile Creek interchange adequately point out the weak spots of the proposed design.

We agree and have no further comment.

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17th, 1958

SUBJECT:

To: Mr. W. C. Williams
State Highway Engineer
Office

I hand you herewith the report and recommendation on the The Dalles Freeway.

I have had several discussions with the interested governmental bodies and find them to be in fair accord with the plan. However, I must advise you that the The Dalles Chamber of Commerce's Roads and Highways Committee is opposed to any treatment which does not move the main line of the railroad northerly of the highway. They are so unalterably set in this position that no further good can be accomplished by negotiation.

I must, therefore, recommend that the matter be submitted to the Commission and a public hearing called, at which time evidence can be written into the record on which the Commission can pass its decision.

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR
Enc.

NOTED
FORREST COOPER

RESOLUTION

WHEREAS: future deveolpment in the immediate area of The Dalles is vital to the people of The Dalles and Wasco County to provide additional employment for the citizen and additional payroll for business, and

WHEREAS: future industrial development in The Dalles area is limited being restricted by the rough terrain of the area, and

WHEREAS: future industrial development in The Dalles area is essential if the facilities now completed and those contemplated in the area by the Federal Government are to be justified as sound expenditure of the taxpayers' money, and

WHEREAS: the powers and duties of Oregon city planning commissions, ORS 227.090 (2) and (3), include the responsibility to "recommend and make suggestions to the city council and to all other public authorities"..regarding.."plans consistent with future growth and development of the city in order to secure to the city and its inhabitants"..."harbor, shipping and transportation facilities".. "plans for promotion, development and regulation of industrial and economic needs of the community in respect to provate and public enterprises engaged in industrial pursuits," and

WHEREAS: that area lying outside Dalles City and within Wasco County beginning at the North~~west~~east corner of the City Limits of Dalles City in the County of Wasco, State of Oregon said corner being at the center of the Columbia River; thence Southerly along the Easterly line of the City Limits of Dalles City approximately 2500 feet to the Northerly line of Riverview Addition; thence Easterly approximately 6000 feet to its intersection with the Southerly projection of the Westerly line of Wasco County Bridge approach road; thence Northerly along said projection and the Westerly line of the Bridge Road approximately 4800 lineal feet to the centerline of the Columbia River; thence Westerly along the centerline of said Columbia River approximately 7600 feet to the point of beginning has been zoned for industrial use, and

WHEREAS: this area, encluding that portion suitable for fill between Bailey's Island and the Oregon shore of the Columbia River, contains approximately one-fourth to one-third of the potential industrial area in the vicinity of The Dalles, and

WHEREAS: adequate and convenient rail and access road facilities are vital and essential to the development of industrial use in any area, and

WHEREAS: it appears that the proposed low level highway freeway plan of the Oregon State Highway Department would cut off this area from rail service by placing the freeway between the existing rail facilities and from adequate access road service by limiting access road service within the area, and

WHEREAS: the only remaining rail facilities available to the area from the west would be those facilities that might be extended from the Port of The Dalles if it were not moved, and

WHEREAS: the proposed low level highway freeway plan contemplates the movement of the present dock facilities of the Port of The Dalles from its present site to an unknown location presumed to be more remote from the above described area,

NOW THEREFORE BE IT RESOLVED: that, in the interest of the preservation of industrial sites and in the interest of the future industrial development of The Dalles area, the Wasco County Planning Commission and Dalles City Planning Commission in joint meeting recommends to the Wasco County Court, Dalles City Council and the Commission of the Port of The Dalles that any relocation of the present dock facilities of the Port of The Dalles include provision for free flowing east and west rail freight facilities and adequate access road facilities that will be available to the above described industrial area when the proposed freeway by-pass is completed, and

BE IT FURTHER RESOLVED: that the Wasco County Planning Commission and Dalles City Planning Commission recommend that all possible available and potential area now owned by the Port of The Dalles be reserved for future industrial development and that only those portions of the property of the Port of The Dalles that are necessary for the actual construction of the freeway be turned over to the State Highway Commission, and

BE IT FURTHER RESOLVED: that the Wasco County Planning Commission and Dalles Planning Commission recommends to Wasco County Court, Dalles City Council and The Dalles Port Commission that the above described potential industrial area is of such importance to the planning scheme of these planning commissions that nothing less than the above proposal would be acceptable.

BE IT FURTHER RESOLVED: that a copy of this resolution be forwarded to the State Highway Commission, a public body.

Dated July 7, 1958

BHKeith

B. H. Keith, Chairman
Wasco County Planning Commission

Kent Mauser

R. Kent Mauser, Chairman
Dalles City Planning Commission

RECEIVED
JUN 11 1958
FORM E-30X—37,500—6-57—6584
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1958

NOTE:
W. C. WILLIAMS

SUBJECT:

k 2 To: MEMO TO THE FILES

On Friday, June 6th, Mr. Julius R. Jensen of the Planning and Development Commission was in my office concerning The Dalles Freeway location. He stated that Mr. Harry Hogan had called and requested that he go to The Dalles on June 16th and discuss The Dalles Bypass with a Mr. Don Williams, who is chairman of the Roads and Highways Committee of The Dalles Chamber of Commerce.

He requested a briefing on the situation at The Dalles and was given the complete picture of the problem. I told him also that I had met with these people recently concerning this matter and that much good was accomplished.

He requested that I accompany him on June 16th when he goes to meet with these people. He stated that it was his feeling that his department should not be brought into the matter since the commission was competent and ably conducting the affair. I will accompany him since I had previously told the people at The Dalles that we were preparing a report and that when it was in rough draft form and before its release I would again discuss it with them.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jo

cc Forrest Cooper ✓

To W.C.W

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JUN 9 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1958

SUBJECT:

To: MEMO TO THE FILES

NOTED
W. C. WILLIAMS

On May 20th members of the Port Commission met with Mr. Williams concerning development of the freeway system in The Dalles. Present were the following:

Stan Mayfield - Port Commission, The Dalles
Edward Chambers - Port Commission and Columbia River Development Association, The Dalles
Paul D. Kortge - Port Commission, The Dalles
Dolph D. Kimsey - Manager, Port of The Dalles
W. C. Williams - State Highway Engineer
Forrest Cooper - Deputy State Highway Engineer
Tom Edwards - Construction Engineer

Discussion covered the general facets of the study of The Dalles Freeway plan. Particular reference was made to the plan to relocate the Port of The Dalles dock and facilities. The members of the commission expressed themselves as agreeable to relocating the port facilities. They stated that they had considered moving to two other areas westerly of that now occupied - one being immediately upstream from the boat works and the other being farther west and upstream from the Harvey Aluminum Company's docking facilities. They were advised that we had, in preparation of our estimates and studies, used a figure of $600,000 for the relocation of the port facilities which was purely and simply guess based on the principle of restoring the facility on solid ground, the new facility to be about 120,000 to 150,000 square feet in area and at an estimated cost of between $4 and $5 per foot.

They were told that our estimates included, in addition to this item, other costs of leveling a site and rearranging the spur track facilities and that we were aware of the necessity to provide service from the existing grain elevator located adjacent to the Union Pacific tracks to a planned reconstructed barge loading tie-up site. They were questioned about this facility and advised us that the elevator to raise the grain to discharge height could be on the landward side and that, for purposes of information, grain would flow on a slide having a drop of 7 inches per foot. They stated that it probably would not be necessary to have facilities for vehicular traffic to the barge tie-up site, but that pedestrian facilities would be necessary.

Tom Edwards
Construction Engineer

TE:jc

cc W. C. Williams ✓

[illegible] ENGINEER

RECEIVED
JUN 11 1958
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1958

SUBJECT:

To:

MEMO TO THE FILES

A meeting was held at 8:30 P.M. the evening of May 21, 1958 in the Council Chambers of the City Hall at The Dalles, Oregon. The purpose of the meeting was to discuss features of the proposed The Dalles Bypass with members of the City Government. Due to some advance publicity given out in The Dalles, the meeting was also attended by Judge Hunt of the Wasco County Court and members of the Highway Committee of the Chamber of Commerce and various other interested parties. Approximately 40 people were present.

A run-down on service and costs of three plans - the high-line, the low-line, and the so-called "city plan" - were given. Those present were informed that our present cost was based on field estimates which were being studied in the Salem office and on which some revision might be necessary, but that the cost given here would be very close. The cost as given would indicate that the so-called "city plan" would move the railroad on the river side of the highway and would cost approximately one and one-half million dollars in excess of the low level plan.

The Mayor and other City Council members present stated no objections to the plan proposed by us. Mr. Kennedy, member of the Highway Committee of the Chamber of Commerce, did voice objections from that organization to any plan which did not consider the change in the railroad track.

The meeting was informed that in our conversations with the railroad company they had indicated that they would not favor any such movement. It was also stated that we knew that the Bureau of Public Roads would not approve the expenditure of the necessary funds for the change in the track.

The meeting was also informed that a complete report was being made on The Dalles Bypass as soon as our present cost studies were completed, at which time we would hold another meeting with them.

Tom Edwards
Construction Engineer

cc Forrest Cooper ✓

DJB:fp:je

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MAR 13 1958
FOR FILING
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Maint
Traffic
Routing

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 6, 1958

The Dalles

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: FAI-36, The Dalles Bypass Interchanges

Dear Sir:

The above designated project was reviewed in the field on February 19 by representatives of our Regional office and this office. Attached for your consideration is a copy of our Regional office comments and suggested changes as shown in pencil on the attached five prints. Please return the prints when they have served your purpose.

We concur with the Regional office comments that there appears to be little justification for the Fifteen Mile Creek interchange. Except for access to The Dalles Dam overlook from the east, traffic can be adequately served by reconstruction of the old road to connect with local road leading up the north side of the Fifteen Mile Creek. Expenditure of an additional $75,000 to $100,000 to serve the low volume of traffic that would use the off and on ramps to the east is questionable.

Please furnish another 1" = 800' scale map of The Dalles area.

Very truly yours,

C G Folk

C. G. Folk
Division Engineer

[illegible] for [illegible] and [illegible]

Encls.

RECEIVED
MAR 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 17 1958
FOR FILING
OFFICE OF:
Mayor

NOTED
W. C. WILLIAMS

The Hub of the Pacific Northwest
DALLES CITY
OREGON

CITY HALL THE DALLES, OREGON

February 11, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

While there has been no official presentation of the plans the State Department of Highways has under consideration for carrying U.S. 30 past The Dalles, the Department engineers have informally discussed on several occasions their ideas with representatives of our community. While we realize that these plans are still in the formative stage, we do understand that they are being worked up along certain basic principles. It is our understanding that these principles are generally as follows:

- a. Construction of a freeway bypass of the city which will run along the water front and will be elevated from a point near Terminal Avenue to a point beyond Monroe Street.
- b. Interchanges will be provided as follows:
    - (1) A full interchange west of the city in the vicinity of Webber Street.
    - (2) A full interchange at the east edge of the business district in the vicinity of Taylor St. with connections to 2nd and 3rd Streets.
    - (3) A full interchange east of the city at the intersection with The Dalles Bridge approach.
- c. Overpass of the main line of the Union Pacific Railroad immediately west of the business district.

The City of The Dalles concurs with the basic plans of the State insofar as they contemplate bypassing the commercial center of the city and providing full interchange in the vicinity of Webber Street and The Dalles Bridge approach. The City feels strongly however, that certain other features of the plan are seriously inimical to its best interests and economic welfare. We therefore urge the State to study and give full consideration to revising its plan to incorporate the five objectives listed below. We believe these objectives can be accomplished in such a way that there will be no downgrading of the highway plans and there will be no substantial increase in cost. On the other hand, there will be important advantages to this community and therefore to the State. The objectives we desire the State to consider and their purposes are:

- a. Relocate the Union Pacific Railroad main line to keep it on the river side of the freeway past the commercial center of the city.

The advantages are:

1. Elevating a substantial length of the freeway can thus be avoided.
2. First Street will be freed of all railroad except a switching track and thus made available for badly needed city expansion.

b. Replace the full interchange proposed by the State in the vicinity of Taylor Street with the following:

1. An off ramp for west bound traffic that will loop under the freeway and connect with Second Street at Taylor St.
2. An off ramp for east bound traffic to connect with Union Street.

The purpose of these two ramps is to permit drivers who miss the interchange east and west of the city to enter the city at another point near the east and west end of the commercial district. Thus traffic will be adequately served, there will be a saving in freeway interchange construction cost and, of particular importance to the city, there will be virtually no taking of valuable downtown right of way and commercial property.

c. Provide a service road riverward of the freeway and railroad to serve the Port facilities, the small boat harbor and serve as a connection for future extension to the east. The State may have such a service road in its plans and if so this objective of the City will have been served.

There may be some mutual advantage to the State and the Port if the present terminal is relocated. This would reduce the length of the service road and thus its cost. The Port would be agreeable to exploring this matter with the State.

d. Avoid bisecting the industrial property sites north of the U.P.R.R. yard and east of the city.

If the freeway bisects this property it will largely destroy its value and prevent its future development. While it would introduce some small additional curvature it would cost very little, if any, more to run this section of the freeway to the north side of the existing protective levee.

e. Incorporate flood protection for the City in the construction.

Elements of the City are now poorly protected from floods such as that of 1948 and greater. Since the freeway must be built to be free of flood hazards, it is believed that very little, if any, extra cost will be involved in providing city protection. It is believed that if there is any additional cost the extra funds might be provided by the Army Engineers though this has not been explored.

The advantages of each of the above objectives to the community are very substantial. There would be no loss to the State and certainly no sacrifice of the freeway standards to accomplish them. There may be some increase in overall costs but we believe that a close estimate of cost of the plan under consideration by the State and the alternate herewith suggested will show such increase to be small compared to the overall cost of the improvement and will be justified by the gains realized.

The alternate plan which the City requests be given full consideration by the State is generally shown on the drawing accompanying this document. It has the following particular features.

a. The Freeway follows virtually the same alignment as the State plans. East of the city the alignment would be changed to the north to avoid bisecting the industrial area.

b. Instead of being elevated the freeway would be kept at grade throughout its entire length except for an overhead structure in the vicinity of Taylor Street. This would provide a separated crossing of the main line of the U.P.R.R. tracks, the connection between Taylor Street and the westbound off ramp, as well as the service road.

c. Off ramps only for west bound traffic in the vicinity of Taylor Street and east bound traffic in the vicinity of Union Street. The latter would not involve any structures. The former would be a part of the freeway structure required.

d. The full interchange in the vicinity of Webber Street would keep the freeway at grade and elevate the intersecting streets and ramps.

e. Flood protection of the freeway and therefore of the city would be accomplished by elevating the service road along its length to provide the necessary five feet of freeboard. In the length where there is no service road either the railroad or the freeway, depending on which is nearest the river at the various sections, would be elevated to provide the freeboard. Because of controlling grades for the railroad it might be necessary to provide a separate levee section in the vicinity of the freeway structure opposite Taylor Street.

This plan represents the combined thinking of the organizations signing this statement. Your earliest consideration of this plan is sincerely desired.

Very truly yours,

John H Craig
John H. Craig
Mayor, Dalles City

James A Hunt.
James Hunt
County Judge, Wasco County

Stanley G. Mayfield
Stanley G. Mayfield
President, Port of The Dalles

George Lindsay
George Lindsay
President, The Dalles Chamber of Commerce

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MAY 3 - 1957
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2nd, 1957

SUBJECT: The Dalles By-pass Study

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

A luncheon meeting was held at the Dalles Hotel on April 30th, 1957. This meeting was held at the request of Rupert Kennedy, Chairman of the Highway Sub-Committee, Chamber of Commerce. The purpose of the meeting was to present to the representatives of the Highway Department local wishes as to the location and design of the The Dalles By-pass route. Representing local agencies and interests were:

James Hunt, County Judge, Wasco County
John Craig, Mayor, The Dalles
Virgil Kelley, Councilman, The Dalles
Gifford Miller, City Manager, The Dalles
R. C. Hampton, President of the Chamber of Commerce and President of the Port of The Dalles
W. S. Nelson, Manager of the Chamber of Commerce
E. Don Williams, Transportation Committee Chairman of the Chamber of Commerce
R. W. Kennedy, Chairman of the Highway Sub-Committee, Chamber of Commerce
L. J. Miller, Publisher of The Dalles Chronicle

Representing the Highway Department were:

Tom Edwards, Construction Engineer
D. J. Barbee, Assistant Construction Engineer
Dean Swift, Division Engineer
Victor D. Wolfe, Reconnaissance Engineer
L. V. Blickenstaff, Resident Engineer

Mr. Kennedy was in charge of and opened the meeting by handing each man present a map, copy of which is attached, explaining that it showed graphically the culmination of three years of study and planning by the Port of The Dalles, Wasco County, The Dalles Chamber of Commerce and The Dalles City. He read a letter of 1947 vintage from the Union Pacific Railroad acknowledging that a problem existed.

To WCW

NOTED
FORREST COOPER

Mr. Edwards stated that it appeared a few preliminary remarks were in order to clear the air. Mr. Edwards then stated that the survey of the The Dalles By-pass was in the preliminary stages and that until some concrete plan was evolved discussion of the details could not take place. Mr. Edwards emphasized that the Department would work with the local officials to the end that the final location and design of the by-pass and its appurtenances would be to the mutual benefit of all concerned, pointing out that the completed design would have to be one which was economically defensible.

It was apparent from the discussion that the local representatives' desire was, if possible, to force, in a friendly (at this time) manner, the Department into paying the cost of a railroad relocation closer to the river with the proposed by-pass on a fill section acting as a dike against the flooding Columbia.

Free-flowing access from the by-pass to the local facilities and vice versa also were of a high priority in the discussions. Once again Mr. Edwards advised the local representatives that a very thorough study would be made and the final design of the by-pass would include interchange location and design to best serve the city within the limits of defensible monetary expenditures.

The always asked question of "when" was tenaciously directed at Mr. Edwards until he replied that the entire interstate program was scheduled for completion in thirteen years, that the by-pass was not in the two-year construction program as authorized and finally, that it was the privilege and duty of the Highway Commission to program expenditure of funds available for construction, that his duties were to locate and construct the projects when so instructed by the State Highway Engineer as authorized by the Highway Commission.

Mr. Edwards advised the local representatives that when all the data was assembled into what the officials of the Department felt was the most sound plan of by-pass and access the City of The Dalles would be notified that it could request that the Highway Commission hold a public hearing at The Dalles.

Finally, Mr. Edwards stated that every effort would be made to have representatives of the Department meet with local representatives upon request commensurate with the work load of the Highway Department staff.

The representatives of the Department were thanked for their attendance and the meeting was adjourned amidst a feeling of cordiality.

Victor D Wolfe
Victor D. Wolfe
Reconnaissance Engineer

Attach.

cc to: Tom Edwards
Dean Swift

RECEIVED
MAY 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 15, 1957

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Enclosed copy of a letter from Mr. R. W. Kennedy, Chairman of the Highway Committee of The Dalles Chamber of Commerce, in which he is asking for a discussion before his committee of problems that will be encountered on The Dalles Bypass. There will be several problems, such as the railroad change at the Columbia Fruit Growers Warehouse and the location on the north side of the railroad tracks east of The Dalles through their proposed park site. Some of these issues will be pretty hot issues, and I would like to have someone from the Salem office at any meeting that might be planned for discussion in The Dalles.

DEAN SWIFT
Division Engineer

DS:me
cc: L. V. Blickenstaff
Enclosure

CONSTRUCTION DIVISION
RECEIVED
APR 1 [illegible]
NOTED

(COPY)

THE DALLES CHAMBER OF COMMERCE
THE DALLES, OREGON

April 6, 1957

RECEIVED
APR 9 - 1957
OFFICE OF
DIVISION ENGINEER
BEND, OREGON

Mr. L. V. Blickenstaff
Oregon State Highway Dept.
The Dalles, Oregon

Dear Mr. Blickenstaff:

Out highways Committee, together with representatives of the County, City and Port have heretofore conducted several conferences with representatives of the Highway Department, for the purpose of presenting the views of each on the relocation of US 30 through The Dalles, and the matter of ingress and egress with the relocated project.

The County, Cith and Port are joint parties with the Oregon Highway Department in a study of the traffic and parking problem within The Dalles, which was initiated for the puropse of providing information for consideration of such plans as are now being developed for the relocation of US 30.

Now that the surveys and studies for relocation of US 30 have progressed to a point where a discussion of such surveys and studies seems timely and desirable, we, therefore, would appreciate the holding of a meeting with you and Mr. Swift, on a date and time suitable to you.

We need three or four days advance notice so that our Committee members along with representatives of the City, Countyaand Port may have sufficent notice to assure their attendance. We shall appreciage your granting us the requested conference.

Very truly yours,

(Signed)

R. W. Kennedy, Chairman
Highways Committee

NOTED
DEAN SWIFT

Salem, Oregon
March 27, 1957

City Street Yard
The Dalles

Mr. Tom Edwards
Construction Engineer
Department

The City of The Dalles has stated that it contemplates some rather extensive changes in its City Street Yard and buildings, which are located adjacent to the Highway Maintenance office in the westerly part of The Dalles. We have endeavored to get the City to postpone this matter pending a determination of the final location. The City is not willing to do this and has become insistent that we negotiate for the property and has told us that it wishes to proceed with the improvements.

The matter has been checked with your Department, and Mr. Barbee tells me that there is little doubt as to the location at that point; therefore, will you please prepare a map showing the property in question, prepare a description, and turn the matter over to Mr. Porter for negotiation with the City.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. Clarence Swenson

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1957

SUBJECT: City Street Yard
The Dalles

To: Mr. Forrest Cooper
OFFICE

On Monday evening, March 18, 1957, I met with the The Dalles City Council and discussed with them the approximate location of our proposed line through the City Street Yard. I explained to them that there is no money allocated in the two-year program for the construction of U.S. 30 through The Dalles. As the city wants to expand their street yard facilities in the next two years they would like the Highway Department to start negotiations for acquisition of their property as soon as possible. Further, as our line almost divides their property in half making the back part of their yard difficult for them to use, the city indicated that they would desire to acquire property in another location so that their expansion program may proceed as rapidly as possible.

There is a possibility that the rear portion of their yard might be of value to the department as it is adjacent to our maintenance site. As part of our maintenance site will be "chopped off" this might give room for expansion of our yard to the rear.

Attached is a copy of a letter from Gifford W. Miller, City Manager, stating the Council's views on this matter.

Clarence G. Swenson

Clarence G. Swenson
Acting Engr., County and City Relations

CGS:mm
Att.

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

OFFICE OF: City Manager CITY HALL THE DALLES, OREGON

March 19, 1957

Mr. Clarence Swenson
City - County Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

This letter will confirm the discussion the Dalles City Council had with you at their regular meeting March 18, 1957.

Although the present plans of your department do not call for any construction on the proposed new Highway #30 through the City Street Yard for approximately two years, the City Council is desirous that the State make plans to acquire their right-of-way through our street yard as soon as feasible.

The Council would like the Appraisal Committee to appraise the property on two basis. One appraisal to be on the basis of your acquiring just that portion of the property you need for the Highway. The second appraisal to be on the basis of the State acquiring the entire piece of land used as a street yard, since a highway through the middle of it, would render it useless for street yard purposes.

Thank you for appearing before the Council and your courtesy in this matter.

Yours truly,

Gifford W. Miller
City Manager

GWM:pr

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MAR 21 1957
OREGON
STATE HIGHWAY COMMISSION

I-80N-3(27) The Dalles Sec., Columbia 1964
81 River Hwy. (Grad. & Struct.)
#6180 (DEDICATION)

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STATE

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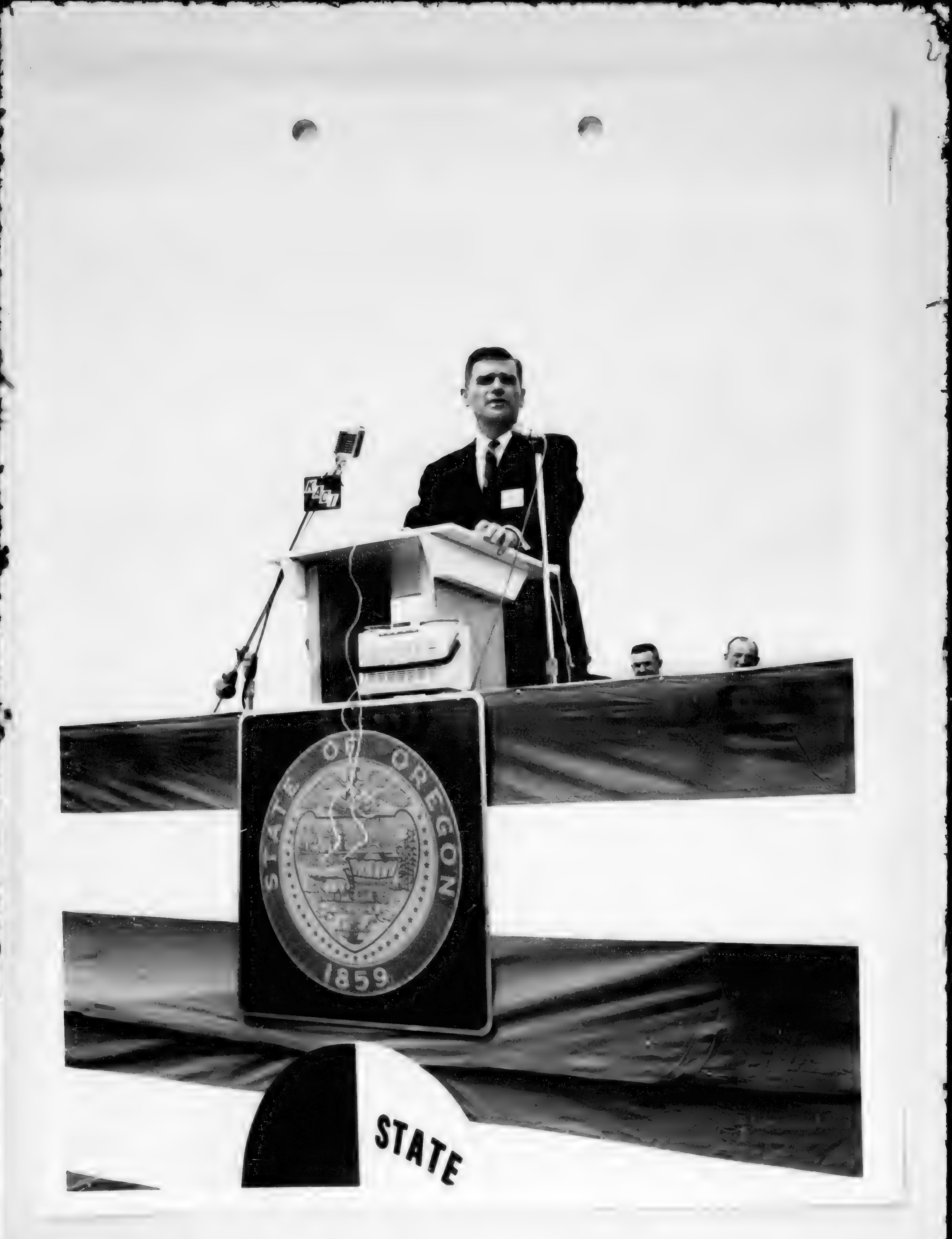
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27/81

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 64-112-Se

Phone 364-2171
Extension 1501

TV NARRATIVE FOR FILM ON
THE DALLES SECTION OPENING

June 26, 1964

VIDEO SCENE	AUDIO
DEDICATION SITE BY COLUMBIA RIVER AT THE DALLES	The Oregon State Highway Department will open a six-mile section of Interstate 80N freeway at 2 p.m., Monday, June 29, at The Dalles. Governor Mark O. Hatfield will cut the ribbon at a public ceremony. Site of the dedication is on the freeway near the small boat basin in the Columbia River, opposite the downtown section. This freeway project cost approximately $7,900,000. Of the six miles, 4.60 miles will be open for the first time. This section lies between the interchange west of The Dalles and Fifteenmile Creek east of The Dalles. The easterly 1.40-mile section, located between Fifteenmile Creek and The Dalles Dam Interchange, has been in use since late 1961.
GUARDRAIL, BRUSH, STRIPER, HANGING FREEWAY SIGNS	The finishing touches of highway construction consist of the placing of guardrails, brushing the roadway, striping, and hanging freeway signs. The signs, incidentally, are becoming standardized all over the nation--they are designed to be easily read and quickly understood at freeway speeds.

NOTED
VICTOR D. WOLFE

VIDEO SCENE	AUDIO
FREEWAY SCENE ALONG BANKS OF COLUMBIA RIVER	The US30 highway one-way couplet can be seen here in The Dalles. This highway will continue to serve the city. The new freeway will relieve downtown traffic congestion to make shopping parking in the city more convenient. The new freeway will have an oil mat wearing surface until the construction area settles. Later it will be surfaced with portland cement concrete pavement.
THE DALLES DAM INTERCHANGE--LOOKING EAST	Here is The Dalles Dam Interchange, the eastern end of the six-mile project. The new freeway route is 0.28 mile shorter and will save about five minutes in driving time for passenger cars and almost four minutes for trucks. Also, the four-lane freeway in America has proved much safer for both passenger cars and trucks.

# # # # # #

PROGRAM

The Dalles Bypass Section of Interstate 80N - June 29, 1964

MUSIC BY:

*The Dalles Community Band - W. B. Sievers, Director

INVOCATION:

*Reverend John Ginter, Pastor, First Methodist Church - The Dalles

OPENING REMARKS:

*Chairman Glenn L. Jackson

INTRODUCTION OF DIGNITARIES: (by Chairman Glenn L. Jackson)

*Commissioner Kenneth N. Fridley

*Commissioner David B. Simpson

*Forrest Cooper - State Highway Engineer

*R. L. Porter - Deputy State Highway Engineer

Bureau of Public Roads:

*Baird M. French, Regional Engineer, Bureau of Public Roads - Portland

*A. W. Parsons, Division Engineer, Bureau of Public Roads - Salem

*W. H. Schwiesow, Retired Area Engineer, Bureau of Public Roads - Salem

*C. G. Polk, Retired Division Engineer, Bureau of Public Roads - Salem

Highway Interim Committee:

Representative William H. Holmstrom, Chairman - Astoria

*Representative Norman R. Howard, Member - Portland

*Senator John J. Inskeep, Member - Oregon City

Representative Ken Maher, Member - Portland

Other Legislators:

*Senator Ben Musa - The Dalles

*Representative Katherine Musa - The Dalles

Wasco County Court (The Dalles):

*County Judge James A. Hunt

County Commissioner Walter C. Carte

Mayors and Other City Officials:

*Dr. John Skirving (Mayor) - The Dalles

*Mayor James D. Harford - Arlington

*Mayor Claude Berthold - Mosier

*Mayor R. A. Neilson - Hood River

*Dr. Paul R. Vogt, President, Port of The Dalles Commission

Chambers of Commerce:

*B. M. Keith, President - The Dalles Chamber of Commerce

*R. B. Leavens, President - Hood River Chamber of Commerce

*Miss Pat Ryan, 1964 Pacific Northwest Cherry Sweetheart - The Dalles

*Miss Alonalie Hattenhauer, 1963 Pacific Northwest Cherry Sweetheart
The Dalles

REMARKS:

*Mayor Dr. John Skirving, The Dalles - (representing the cities)

REMARKS:

*B. M. Keith, The Dalles - (representing the civic groups)

REMARKS:

*Baird M. French, Portland - (representing the Bureau of Public Roads)

ADDRESS:

*Governor Mark O. Hatfield

RIBBON CUTTING:

Governor Mark O. Hatfield (assisted by the two Sweethearts)

* Those who have acknowledged and will be present.

RECEIVED
JUN 25 1964

FOR FILING

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June 24, 1964

Mr. Wm. B. Sievers, Director
The Dalles Community Band
408 East 11th
The Dalles, Oregon

Dear Mr. Sievers:

It is with considerable pride that the Oregon State Highway Commission prepares to dedicate The Dalles Bypass Section of Interstate 80N. This section will be of major assistance to both through traffic and local traffic.

The Highway Commission cordially thanks you and your group for your willingness to participate in this dedication ceremony. We will be appreciative of any length program you might wish to present starting at a time which would finish your presentation prior to the 2 p.m. dedication ceremony.

The site of the dedication will be at the westerly end of the small boat basin opposite downtown The Dalles. The time established is Monday, June 29, 1964, at 2 p.m.

May we again thank you for the willingness of The Dalles Community Band to participate.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

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OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 64-109-Se

Phone 364-2171
Extension 1501

FOR IMMEDIATE RELEASE

June 23, 1964

Governor Mark O. Hatfield will dedicate six miles of Interstate 80N freeway in a ribbon-cutting ceremony on June 29 at The Dalles. Estimated construction cost of the new freeway is $7,900,000.

Of the six miles of freeway to be dedicated at the ribbon-cutting ceremony, 4.60 miles will be opened for the first time. This section lies between the interchange just west of The Dalles and Fifteenmile Creek east of The Dalles. This section will have an oil mat wearing surface until the construction area settles, after which it will be paved with a portland cement concrete surface. The 1.40-mile section between Fifteenmile Creek and The Dalles Dam Interchange has been in use since late 1961.

The present highway, US30, will continue to serve the city. The new freeway will relieve downtown congestion and make travel and parking more convenient for shoppers and business traffic. Besides being 0.28 .28 mile shorter, the freeway will save about five minutes' driving time for passenger cars and nearly four minutes for trucks.

Forrest Cooper, state highway engineer, said the ceremonies will begin at 2 p.m. and will be held westerly of the small boat basin opposite downtown The Dalles.

Glenn L. Jackson, chairman of the Oregon State Highway Commission, will be master of ceremonies for the dedication. Governor Hatfield will make the major address.

Miss Pat Ryan, the 1964 Pacific Northwest Cherry Sweetheart; and Miss Alonalie Hattenhauer, last year's Cherry Sweetheart, will assist Governor Hatfield in the actual ribbon-cutting ceremonies.

Among invited dignitaries for the occasion are the members of the Legislative Highway Interim Committee, Senator Ben Musa, and Representative Katherine Musa, both of The Dalles.

Others making brief speeches will be Baird M. French, regional engineer of the U. S. Bureau of Public Roads; Dr. John Skirving, mayor of The Dalles; and B. M. Keith, president of The Dalles Chamber of Commerce.

Music will be furnished by The Dalles Community Band.

# # # # #

RECEIVED
JUN 30 1964

FOR FILING

6/[illegible]

June 23, 1964

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Enclosed is a copy of the tentative program re the dedication of The Dalles Bypass Section of Interstate 80N. Under date of June 22, I forwarded to you a copy of the information furnished to Governor Hatfield.

I am also enclosing a list of projects completed, under construction, or programmed in The Dalles area subsequent to the 1956 Federal-aid Highway Act. You will note a rather impressive $69,754,300. I should also point out there is approximately $500,000 of the US197 $4,000,000 bond issue authorized by the 1961 Legislature not yet on an approved schedule. I will propose a project to the Commission for the use of these funds within the next few days. I am going to suggest the White River grade unit southeasterly of Tygh Valley.

As in the past, we will furnish to you at dedication time, an up-to-date, last-minute corrected program for your use as Master of Ceremonies.

If there is additional information you desire, please advise and we will furnish it immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Enc. - Same as sent to Gov.

cc R. L. Porter
Victor D. Wolfe

RECEIVED
JUN 23 1964
FOR FILING
6/10

June 22, 1964

The Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Hatfield:

Re: Dedication, The Dalles Bypass
Section of I-80N

The following pertinent facts are delivered to you for your information pertaining to the official dedication of The Dalles Bypass Section of Interstate 80N at The Dalles on June 29.

The dedication ceremonies are planned to start promptly at 2 p.m. Mr. Glenn L. Jackson, Chairman of the State Highway Commission, will be Master of Ceremonies.

We are attaching, for your information, a copy of the tentative program which includes the names of those persons who have been invited to share the stage with you to be introduced. Those who, as of this date, have indicated they will be present are shown by an asterisk.

As the program indicates, there will be brief remarks by Dr. John Skirving, Mayor of The Dalles, representing the local cities, Mr. R. M. Keith, President of The Dalles Chamber of Commerce, representing the civic groups, and brief remarks by Mr. Baird M. French, Regional Engineer, representing the Bureau of Public Roads. These gentlement have been asked to keep their remarks under five minutes so that adequate time will be available for your remarks.

The section which you are dedicating is six miles in length and cost $7,983,000. Of this six miles being dedicated, 4.6 miles is being opened for the first time. The 1.4-mile section between Fifteenmile Creek and The Dalles Dam Interchange has been in use since late 1961.

The site of the dedication is immediately adjacent to the new small boat basin and Yacht Club reestablished by the Highway Commission and the Bureau of Public Roads.

The saving in distance of the new over the old is of no major consequence, being only 0.28 of a mile. Of considerable more import is the fact that it cuts the driving time in half for the through motorist and will make much more pleasant the driving pattern of those persons wishing to shop in The Dalles in that they will be able to park without the conflict of through traffic. We, therefore, firmly believe that this bypass is of benefit to both the through and local traffic.

Of more importance perhaps is the estimated 30 per cent reduction in traffic accidents in this area. In other words, the opening of the bypass will decrease the number of accidents on the street system by some 30 per cent. It is further estimated that the decrease in accidents will save the motoring public $105,000 annually.

It is estimated that this section of the Interstate System will save the motoring public $12,000,000 over the next 30 years.

The two sections between The Dalles and Portland, which are not completed to interstate standards, are the Bonneville-Hood River County Line Section programmed for completion in 1966 at a cost of $3,510,000, and the Cascade Locks-Mitchell Point Section also programmed for completion in 1966 at a cost of $8,200,000. This would complete Interstate 80N from easterly of The Dalles all the way to Portland to freeway standards.

As you know, there will also be many miles of freeway completed between The Dalles and Boardman by this same 1966 date. The final completion of this section is, however, somewhat more nebulous since the Walla Walla District of the Corps of Engineers shares the responsibility for the work.

If there is any additional information we can furnish you, we will be most happy to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.
bc Glenn L. Jackson
cc R. L. Porter
Victor D. Wolfe

VDW:hlb hlb

THE DALLES AREA

June 9, 1964

Project subsequent to the 1956 Federal-Aid Highway Act.

Projects completed or under construction or those projects approved for construction.

INTERSTATE 80N

			Year Completed or Estimated Completion	Estimated Cost
1.	Troutdale-Multnomah Falls	15.6 mi. G-P-Strs.	1960	$ 4,927,200
2.	Multnomah Falls-Bonneville	8.8 mi. G-P-Strs.	1961	4,487,100
3.	Bonneville-Hood Riv.Co.Line (Tunnel Section)	1.4 mi. G-P-Strs.	Programmed 1966	3,510,000
4.	Multnomah Co. Line-Cascade Locks	3.6 mi. G-P-Strs.	1962	2,313,400
5.	Cascade Locks-Mitchell Point	13.4 mi. G-P-Strs.	Programmed 1966	8,200,000
6.	Mitchell Point-Hood River	5.7 mi. G-P-Strs.	Under Const. 1964	3,724,900
7.	Hood River-The Dalles	18.8 mi. G-P-Strs.	1960	5,024,900
8.	West Limits The Dalles-Bid Eddy	6.0 mi. G-P-Strs.	1964	7,983,400
9.	Big Eddy-Celilo	6.3 mi. Grading	Under Const. 1964	4,502,700
10.	Big Eddy-Celilo and Celilo Section	6.3 mi. Paving 1.9 mi. Grading & Paving	Programmed 1965	3,400,000
11.	Celilo-Rufus	11.4 mi. Grading & Strs.	Under Const. 1965	9,918,000
12.	Celilo-Rufus & Rufus Section	11.4 mi. Paving 2.3 mi. Grading & Paving	Programmed 1966	5,800,000
				$63,791,600

THE DALLES-CALIFORNIA HWY. (US 197)

			Year Completed or Estimated Completion	Estimated Cost
13.	The Dalles-Eightmile Cr.	6.9 mi. G-P-Strs.	1960	$ 1,464,200
14.	Eightmile Cr.-Dufur	4.9 mi. G-P	1963	768,200
15.	Dufur Gap	3.5 mi. G-P-Strs.	1963	1,024,500

		Year Completed or Estimated Completion	Estimated Cost
THE DALLES-CALIFORNIA HWY. (US 197) - contd.			
16. Tygh Grade Summit-Tygh Valley	5.9 mi. G-Oil-Str.	1963	$1,623,200
17. Tygh Valley Section	2.2 mi. G-P-Strs.	1962	591,700
			$5,471,800

COUNTY ROAD PROJECTS IN WASCO COUNTY

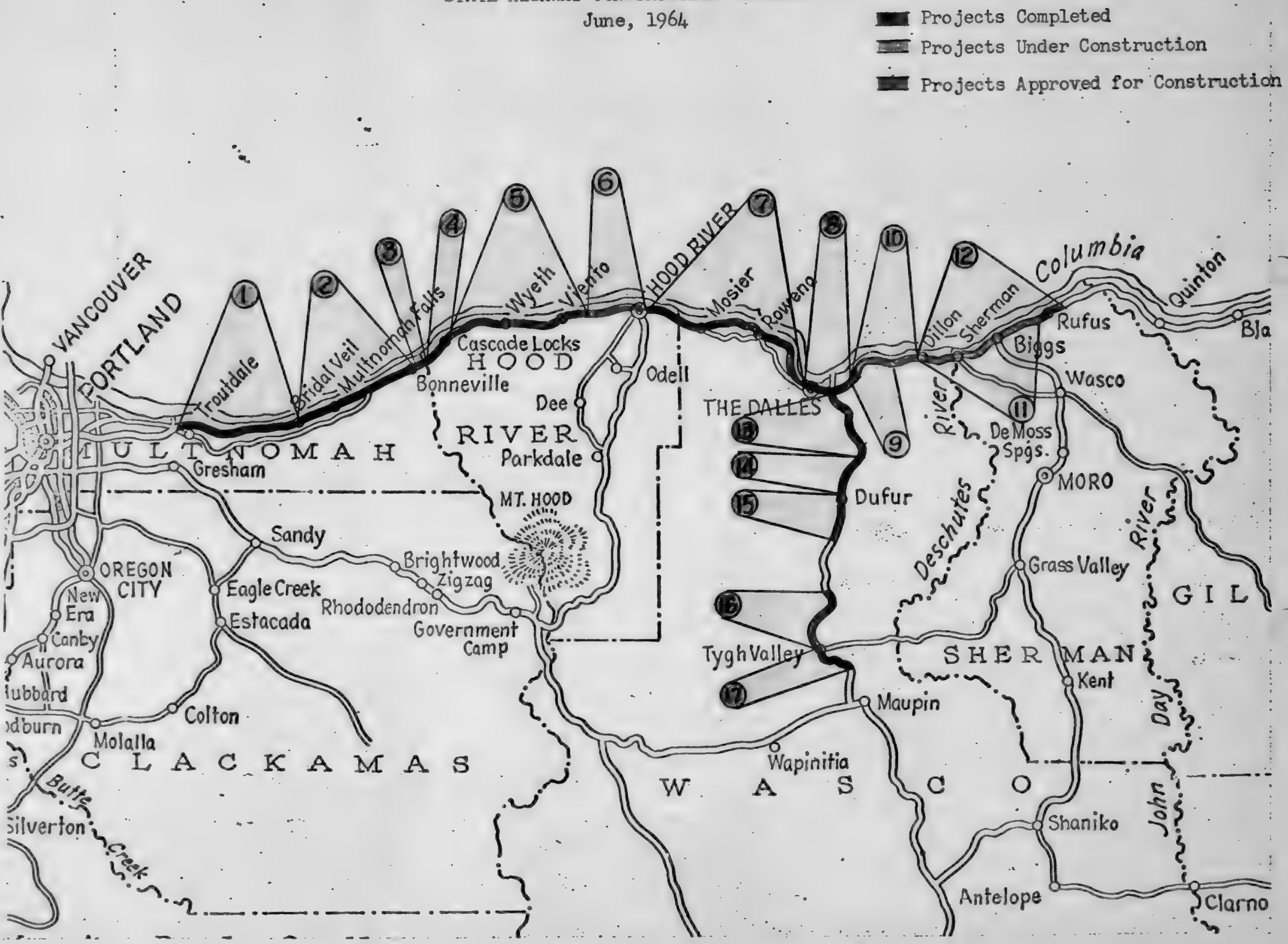
(Last 5 Years Projects)

County Road	Project	Year Completed	Estimated Cost
18. Long Hollow	Dry Creek Br., 0.3 mi. Grading-Bridge	1959	$ 40,800
19. Antelope Creek	Willowdale-Antelope 12.9 mi. Oiling	1960	110,600
20. Wapinitia-Simnasho	N. Unit, Wapinitia-Simnasho 5.6 mi. Grading & Bridge 6.6 mi. Oiling	1963	212,500
21. Chenoweth	Badger Creek Section .2 mi. Grading & Culvert	Programmed	127,000
			$490,900

SUMMARY

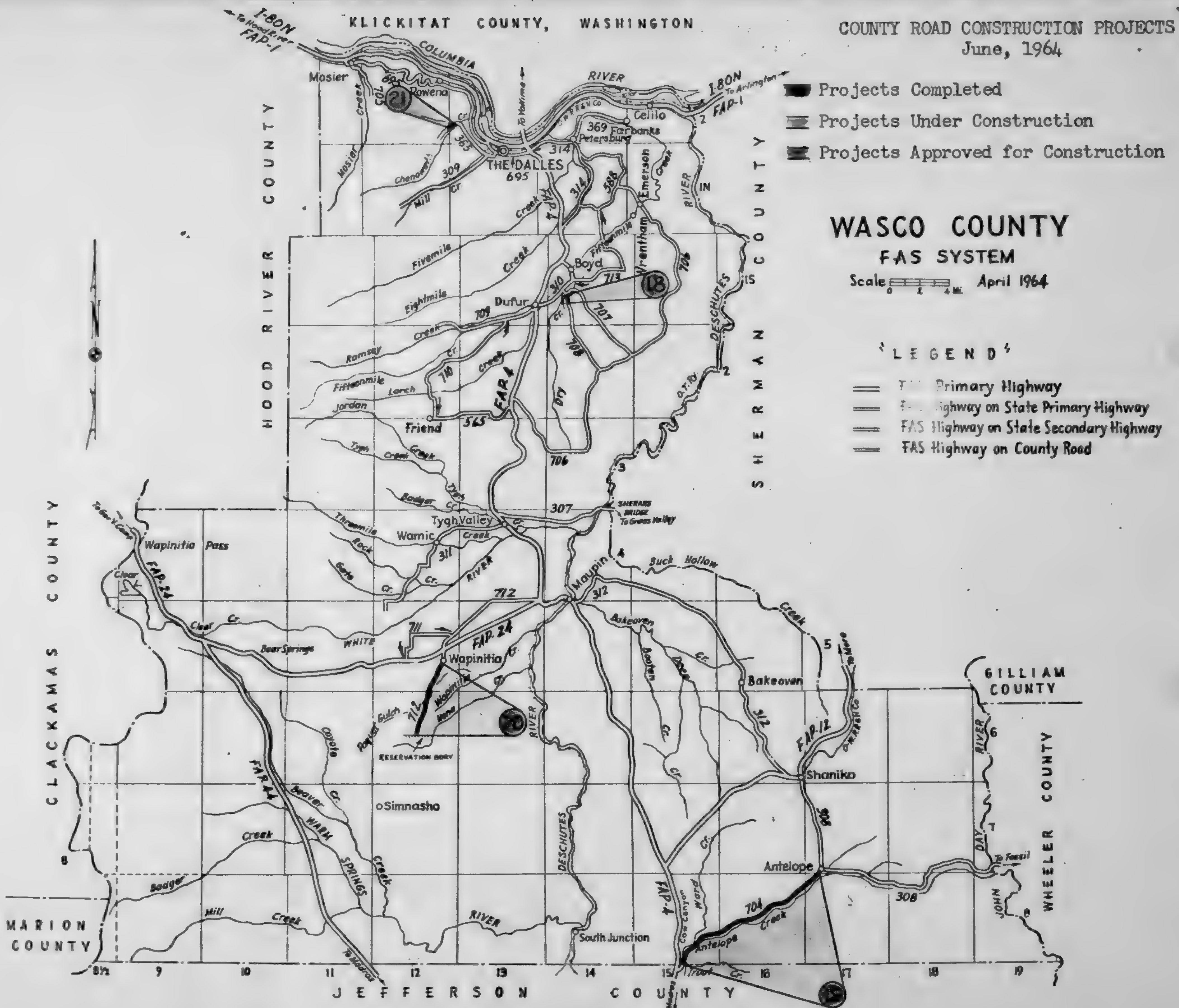
	Completed	Under Construction	Approved for Construction	Total
Interstate 80N	$24,736,000	$18,145,600	$20,910,000	$63,791,600
The Dalles-California	5,471,800	-	-	5,471,800
County Roads	363,900	-	127,000	490,900
	$30,571,700	$18,145,600	$21,037,000	$69,754,300

THE DALLES AREA
STATE HIGHWAY CONSTRUCTION PROJECTS
June, 1964



COUNTY ROAD CONSTRUCTION PROJECTS
June, 1964

- ■ Projects Completed
- ▨ Projects Under Construction
- ▩ Projects Approved for Construction



WASCO COUNTY
FAS SYSTEM

Scale 0 2 4 Mi. April 1964

LEGEND

- FAS Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

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JUN 22 1964

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June 19, 1964

Mr. W. S. Nelson, Manager
The Dalles Chamber of Commerce
Post Office Box 460
The Dalles, Oregon

Dear Mr. Nelson:

I reply to your letter of June 18. The following is the list of Highway personnel who will be present for the dedication ceremony:

Glenn L. Jackson, Chairman, Oregon State Highway Commission (Medford)
Kenneth N. Fridley, Member, Oregon State Highway Commission (Wasco)
David B. Simpson, Member, Oregon State Highway Commission (Portland)
Forrest Cooper, State Highway Engineer
R. L. Porter (possibly), Deputy State Highway Engineer
Victor D. Wolfe, Administrative Assistant
R. B. Sipprell, Liaison Engineer
Carl A. Flag, Information Officer

With the exception of the Commission, all of the above are from Salem. Mr. Dean Swift, Division Engineer from Bend, will also be present.

As discussed with your group June 5, in my opinion, invitations to the luncheon should be extended to the Highway Commission, the State Highway Engineer, and the Deputy State Highway Engineer. You may recall I stated it was not necessary to extend further invitations to Highway Department personnel. I also advised you this was at your discretion.

I regret that there was a misunderstanding which has caused embarrassment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb
cc Forrest Cooper R. L. Porter

The Dalles Chamber of Commerce
THE DALLES, OREGON

June 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

On June 29, 1964, the Oregon State Highway Commission, jointly with Governor Mark O. Hatfield, will conduct an official ceremony commemorating opening to service of The Dalles section of Interstate Freeway 80N (U.S. Oregon 30).

The Dalles Chamber of Commerce invites you to attend a luncheon to be held prior to the ceremony, honoring the State Highway Commission, the Oregon Highway Department, Bureau of Public Roads, and in recognition of the official participation of Governor Hatfield in the commemoration ceremonies. The luncheon will be held -

12 Noon - Monday, June 29, 1964
Blue Room, Hotel Dalles
The Dalles, Oregon

Luncheon will be concluded at 1:30 P.M. for movement to ceremonial site on Freeway, for program to be conducted by Oregon Highway Commission, 2 PM.

Reserved Car Parking for luncheon. . Come directly to Hotel Dalles. Uniformed officer will direct you to reserved parking space near Hotel Dalles. Following luncheon we will form a caravan under police escort for movement to ceremonial site on Freeway.

We shall be pleased to have your acceptance of our luncheon invitation on the enclosed card.

Sincerely yours,

Bert M. Keith
B. M. Keith, President

Victor Peterson
Victor Peterson, Chairman
Highways Committee, C of C

RECEIVED
JUN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

The Dalles Chamber of Commerce
THE DALLES, OREGON

June 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

On June 29, 1964, the Oregon State Highway Commission, jointly with Governor Mark O. Hatfield, will conduct an official ceremony commemorating opening to service of The Dalles section of Interstate Freeway 80N (U.S. Oregon 30).

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We shall be pleased to have your acceptance of our luncheon invitation on the enclosed card.

Sincerely yours,

Bert M Keith
B. M. Keith, President

Victor Peterson
Victor Peterson, Chairman
Highways Committee, C of C

RECEIVED
JUN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1964
FOR FILING

June 10, 1964

Mr. W. S. Nelson, Manager
The Dalles Chamber of Commerce
Post Office Box 460
The Dalles, Oregon

Dear Mr. Nelson:

Attached is a complete list of those persons receiving official invitations to the forthcoming dedication ceremony on June 29, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb
Attach.

cc Forrest Cooper
R. L. Porter

People Invited to The Dalles Dedication

Governor Mark O. Hatfield

Glenn L. Jackson, Chairman, Oregon State Highway Commission
Kenneth N. Fridley, Member, Oregon State Highway Commission
David B. Simpson, Member, Oregon State Highway Commission

Highway Interim Committee:

Representative William H. Holmstrom, Chairman - Astoria
Senator R. F. Chapman, Vice Chairman - Coos Bay
Representative Robert F. Smith, Secretary - Burns
Representative Carl Back, Member - Port Orford
Senator Edward Fadeley, Member - Eugene
Representative Norman R. Howard, Member - Portland
Senator John J. Inskeep, Member - Oregon City
Representative Ken Maher, Member - Portland
Senatory Anthony Yturri, Member - Ontario

Other Legislators:

Senator Ben Musa - The Dalles
Representative Katherine Musa - The Dalles

Bureau of Public Roads:

Baird M. French, Regional Engineer - Portland (speaker)
A. W. Parsons, Division Engineer - Salem

Wasco County Court (The Dalles):

County Judge James A. Hunt
County Commissioner O. W. Kortge
County Commissioner Walter C. Carte

Mayors and Other City Officials:

Mayor James D. Harford - Arlington
Mayor Claude Berthold - Mosier
Mayor R. A. Neilson - Hood River
Dr. John Skirving (Mayor) - The Dalles (speaker)
Dr. Paul R. Vogt, President, Port of The Dalles Commission
Chambers of Commerce:

B. M. Keith, President, The Dalles Chamber of Commerce (speaker)
R. B. Leavens, President, Hood River Chamber of Commerce

Queens:
Miss Pat Ryan, 1964 Pacific Northwest Cherry Sweetheart
Miss Alonalie Hattenhauer, 1963 Pacific Northwest Cherry Sweetheart

Minister:
Rev. John Ginter, First Methodist Church - The Dalles

Music:
The Dalles High School Booster Girls (Don Carpenter, Director)

RECEIVED
JUN 11 1964
FOR FIL

June 10, 1964

Oregon State Highway Commission

Gentlemen:

This is to confirm Monday, June 29, 2 p.m., for the official dedication of The Dalles Bypass Section of Interstate 80N.

Governor Hatfield will be present to make the major address.

It is rumored (firm) that each of you will receive an invitation to a luncheon which will begin promptly at 12 n.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

P. S. to Mr. Jackson - I am having compiled information for use in your opening remarks at this ceremony.

RECEIVED
JUN 10 1964
FOR FILING

June 5, 1964

Oregon State Highway Commission

Gentlemen:

Monday, June 29, 2 p.m., has been confirmed for the dedication ceremonies of The Dalles bypass Section of interstate 80N. I do not know at this time whether or not the local people will wish to have a luncheon for Governor Hatfield, but will keep you advised.

Governor Hatfield will be able to leave Salem at 10:30 a.m. and must have returned to Portland in time to dress for a formal dinner that evening.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

RECEIVED
MAY 26 1964

FOR FILING

[illegible]

6111

Salem, Oregon
May 25, 1964

The Dalles Bypass Dedication

Mr. Forrest Cooper
State Highway Engineer
OFFICE

Jim Putnam advises that The Dalles Bypass opening date is now scheduled for July 1. (It will be finished by July 1). He advises that Rogers Construction thinks both the teamsters and the operators will be settled without a strike. All that is left is paving, guardrail, and putting up some signs.

The memo is in case you wish to contact Governor Hatfield about a possible dedication ceremony in the vicinity of the suggested date. Please advise.

Victor D. Wolfe
Administrative Assistant

VDW:hlb

The Dalles Section

Roy L. Houck Sons' Corp., was low bidder on this, the grading portion of The Dalles By-Pass, with the amount of $3,931,459.00. Houck was $1,000,000.00 under State Estimate; also, $1,000,000.00 under next lowest bidder. Houck paid $794,434.00 in wages during this time.

SUMMARY

The following is a summary of the quantities handled during the construction phase of all the freeway from West The Dalles to present end of the freeway east of The Dalles Dam.

I. Bridges

- A. Quantities
  - 1. Concrete 10,500 cu.yds.
  - 2. Re-inforcing Steel 2,500,000 pounds
  - 3. Structural Steel 1,105,000 pounds
- A. The Dalles Section
  - 1. Grading
    - a. 151,500 c. y. excavation
    - b. 2,816,500 c. y. embankment
  - 2. Pipe
    - a. 7,200 lineal feet of culvert pipe was installed
  - 3. Crushed Base Materials
    - a. 30,500 Tons
  - 4. Asphaltic Concrete
    - a. 5,534 Tons
- B. The Dalles-Big Eddy
  - 1. Grading
    - a. Excavation
    - b. Embankment
  - 2. Crushed Base Materials
    - a. 52,754 Tons
  - 3. AC - 13,863 Tons
- C. The Dalles-Fifteenmile Creek
  - 1. 125,000 Tons crushed material
  - 2. A.C. - 14,000 Tons
  - 3. Oil Mat (Bituminous mat.) - 13,000 Tons
  - 4. Signs 150 (number)
  - 5. 67,500 Lineal Ft. of guard rail and median rail
  - 6. 24,915 lineal ft. of fence

THE DALLES SECTION

I. Prime Contractor - Grading

  A. Amount of Contract

  B. Portion he subcontracted out

  C. Amount of his payroll

II. Sub-Contractor's - Grading

  A. Vernie Jarl
    1. Jarl subbed the embankment on the west end
    2. Placed approximately 335,000 cu.yds. of embankment materials
    3. Jarl paid $109,569.10 in wages
    4. Jarl's sub amounted to 8½% of contract bid items

  B. Pacific Concrete Company
    1. Pacific subbed all three concrete structures, plus a box culvert, plus the timber str. for Port Access.
    2. The quantities placed by Pacific on these structures amounts to following:
      a. 2,982 cu. yds. Concrete
      b. 715,000 pounds re-inforcing steel
      c. 851,000 pounds structural steel
      d. Over 6 M-FBM treated timber
    3. Pacific paid $96,898.77 in wages
    4. Pacific's sub amounted to 17% of contract bid items

  C. General Construction Company
    1. General Construction Company placed approximately 500,300 cu.yds. embankment, dredged from the river, made the excavation for the new location of the boat basin which was approximately 60,900 cu.yds., also drove steel piling for new location of boat basin along with making the actual re-location of all facilities. As a point of interest, General made the beach area immediately east of the small boat ramp from unsuitable material dredged from boat basin area per instruction of State Highway Department

    2. General paid $90,659.00 in wages
    3. General's sub amounted to approximately 7½% of contract bid items

III. Following is a list of all remaining sub-contractors and sub-subcontractors and a brief description of their portion:

  A.
    1. Portland Erection Company, erected structural steel on 2nd street O-Xing.
    2. Mercer Steel Company, placed the re-inforcing steel in all the structures.
    3 McWaters Construction Company, did all the fencing and guardrail work on the job.
    4. Mid-State Construction Company, a local firm, relocated toll plaza, plus a new office building, also furnished labor and material to re-establish fire protection facilities for Port Dock.

The Dalles Sectio Cont'd)

5. R. J. Strasser Drilling Company, drilled holes for steel piling that was placed in re-located boat basin.

6. Viking automatic Sprinkler Company, provided labor and materials to revise and re-establish the "Fire Protection Installation" for the Port of The Dalles.

7. Interstate Paving Company, placed all the Asphaltic Concrete and oil mats.

8. Aichele Landscaping Company seeded and mulched all the slopes, which amount to over 30 acres.

9. J. E. Brown Company, sandblasted and painted all the structural steel.

10. Snider Electric provided some of the electrical work involved in rewiring the Port Dock Grain Conveyor.

B. The combined wages paid by these contractors amounted to $47,030.23.

IV. Summary - The Dalles Section

The contract was completed at a cost of $3,761,727.00. The contractors on this project in turn paid out a combined payroll amounting to $1,318,825.00. Due to the good progress maintained, the Prime Contractor, Roy L. Houck Sons' Corp., finished the contract approximately 5 to 6 months early, using only 80% of the time allotted him for completion.

THE DALLES-BIG EDDY

Vernie Jarl was Prime Contractor for this project which was finished during the summer of 1961. This job consisted of grading from the County Bridge approach to the present end of existing freeway approximately 1/2 mile east of The Dalles Dam, plus construction of the Fifteenmile Creek Structure and surfacing from the Fifteenmile Creek Structure to end of existing freeway east of the dam. This was completed at a cost of $1,173,600.00. Vernie Jarl subbed the structures, signing, guard rail, fence, and paving to the following contractors: Snook Brothers, the structures and signing; Vern Hoaglin Construction Company, the guard rail and fence; and Warren Northwest, Inc., the paving. Snook Brothers subbed approximately $277,300.00; Warren Northwest, Inc., subbed approximately $82,220.00; Vern Hoaglin subbed approximately $48,160.00, altogether amounting to $407,680.00, or 34% of the contract.

West U.P. R. R. O-XING

A. Pacific Concrete completed this structure May, 1964.

1. They poured 1,340 cu.yds. concrete
2. They placed 324,000 pounds re-inforcing steel.
3. They placed 398,000 pounds structural steel.

BREWERY GRADE R. R. O-XING & FWY. O-XING

A. Pacific Concrete constructed both these structures, completion to be early summer, 1964.
   1. They poured 1,768 cu.yds. concrete.
   2. They placed 366,000 pounds re-inforcing steel.
   3. They placed 91,000 pounds structural steel.

EAST U.P.R.R. O-XING

A. This was completed by Teeples & Thatcher, October, 1963.
   1. They poured 2,060 cu.yds. concrete.
   2. They placed 494,000 pounds re-inforcing steel.
   3. They placed 615,000 pounds structural steel.

THE DALLES-FIFTEENMILE CREEK

Rogers Construction Company was low bidder on this job which consisted of surfacing from the end of the existing freeway at the west end of town to the end of existing freeway at the Fifteenmile Bridge, along with guardrail and fence installation, plus signing of the freeway. Rogers started December 10, 1963, and is scheduled to be completed in early June, 1964. Rogers subbed the guardrail and fencing to McWaters Construction Company and the signing to Electrical Products Division of Federal Sign and Signal Corp. Electrical Products Division in turn sublet two small portions of their work to Goodat Crane Service, and Snider Electric. McWaters' subcontract amounted to $227,230.00, or 36.8% of the contract. Electrical Products Division's sub amounted to $60,350.00, or 9.7% of the contract. The total job amounts to $676,511.00. The west end of the job is to be completely finished with a crushed rock base and four inches of asphaltic concrete, while the east end, which is from the end of the west U.P.R.R. Oxing to the Fifteenmile Creek structure, will have a crushed rock base with an $1\frac{1}{4}$ Oil Mat (wearing surface). At some later date this same east portion is to receive approximately 8 inches more surfacing material to bring it up to finished grade. All the signing work is to be completed on the contract. There will be a contract let for roadside improvement, shrubs and beautification, etc., after this surfacing is completed.

I-SCN-3(30) East The Dalles U.P.R.R. 1962
9L O'King
#6191

RR 634
RR 610

RECEIVED
APR 6 - 1965
FOR FILING
[illegible]
6181

April 5, 1965

Rathbone, King and Seeley
Board of Trade Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,711.97 will be made to Teeples and Thatcher on East The Dalles UPRR Overcrossing on The Dalles-Big Eddy Section of the Columbia River Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $389,792.63 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Teeples and Thatcher
8850 S.E. Otty Road
Portland 66, Oregon

W. Dee Morton
c/o Teeples and Thatcher
8850 S.E. Otty Road
Portland 66, Oregon

C.H Maison
Attn: John Herr

RECEIVED
MAR 4 - 1965
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
~~FLOYD QUERY, SECRETARY~~
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 2, 1965

Teeples & Thatcher Contractors
8850 S. E. Otty Road
Portland, Oregon 97266

Attention: Harry Patjutee

Gentlemen:

In reply to your letter dated March 1, 1965, regarding the $6,000.00 retained for anticipated railroad flagging and protection costs on contract No. 6181. As stated in our letter of October 29, 1964, you were advised that all of the railroad billings affecting this project had not been received. We have contacted the Union Pacific Railroad Company numerous times requesting the final bill on the subject project. To date, we have not received the billing. As soon as the final billing is received, it will be processed through our accounting records, and the balance of the retainage, if any, will be returned at that time.

It is not just a matter of adding up a few figures in our accounting records, we first have to receive the figures from the railroad company. We anticipate receiving the billing from the railroad company on the Columbia River projects in a few weeks, and hope this contract can be closed at that time.

To date, $16,630.69 has been paid the railroad company on contract No. 6181, of which $4,288.03 was for flagging and protection applicable to your contract.

Very truly yours,

C. H. Maison
Controller

By:
V. E. Skoog
Assistant Controller

VES:jc

cc: Forrest Cooper

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MAR 3 1965
OFFICE OF
[illegible]

NOTED
FORREST COOPER

RECEIVED
MAR 3 - 1965

FOR FILING

6111

Teeples & Thatcher Contractors, Inc.

Buildings
General and Heavy Construction

Phone Number
775-4374
Area Code 503

8850 S. E. OTTY ROAD
PORTLAND, OREGON 97266

March 1, 1965

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. C. H. Maison, Controller

Re: East The Dalles Overcrossing
Contract #6181

Gentlemen:

On November 4, 1964 we wrote you in regards to the $6,000.00 you are still holding as retainage on the above referenced project. As of this date you have not answered our letter.

Our Contract was completed in September 1963 and since that time there has not been any additional flagging required as far as our Contract is concerned.

We do not know what kind of an accounting system the Oregon State Highway Department has, but it is almost unbelievable that it would take this long to add up a few figures.

Please may we have your reply this time to our letter, stating when you intend to release our $6,000.00.

For file

Sincerely yours,

TEEPLES & THATCHER CONTRACTORS, INC.

Harry Pajutee

HP:hf
cc: Forrest Cooper,
State Highway Engineer

RECEIVED
AUG 25 1964
FORM E-30X—50M—12-63 54677
FOR FILING

[illegible]

6181

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1964

SUBJECT: Correction of Fill Slope -- SFO #2
E. The Dalles UPRR Overcrossing
Columbia River Highway
Wasco County
Contract No. 6181

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

Herewith you will find a copy of Mr. G. R. Brooks' letter of July 31, 1964, and a copy of State Force Order #2 bearing the Bureau of Public Roads approval and giving us authorization to proceed with this work as of July 31, 1964.

Mr. Hamilton advised me by teletype on August 20, 1964, that he expected to begin with this work in about two weeks. The railroad has been advised of this by telephone.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
enc.

cc: A. W. Parsons
P. M. Stephenson
I. D. Merchant
N. D. Krehbiel
R. P. Hamilton

NOTED
P. M. STEPHENSON

Form PD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 31, 1964

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(30)84
East The Dalles U.P. Overcrossing
Order for State Force Work No. 2,
Correction of fill slopes to attain
satisfactory R.R. line clearance.

We have received and reviewed the subject order and hereby authorize work to proceed in accordance with prior verbal approval as of July 31, 1964.

This approval for use of State forces is given for the following reasons:

1. The work involved was required because of commitments in the railroad agreement.

2. Error in placement of piers on the plans which would not allow proper clearance of the communication and signal lines with normal slopes.

3. Because this was not discovered until the contractor had been released from the project.

AUG 20 1964
NOTED ☐ ☐
CE A

RECEIVED
AUG 18 1964
OFFICE ENGINEERING

Copy to Young
(with attach)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 3 1 1964 By
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name East The Dalles U.P.R.R. O'xing **Date** June 26, 1964

Highway Columbia River **Contract No.** 6181 **F. A. Project No** I-80N-3(30)84

County Wasco **Prefix** 633-1077 **Account No.** 269

Description of Work To Be Done:

Increase fill slopes from 2:1 to approximately 1½:1 and ¾:1, with hand placed rock embankment being used on the face of the ¾:1 slope. Place 4" gravel blanket over fill area under east end of structure. Seed and mulch area outside of gravel blanket.

Location by Station Numbers:

East The Dalles Union Pacific Railroad Overcrossing

Estimate of Quantities and Costs:

All labor, materials, and equipment....................$2,600.00

(See back for estimated quantities)

Explanation:

This work necessary in order to obtain required minimum vertical clearance under Union Pacific Railroad communication lines and to alleviate wind erosion by seeding, mulching, and placing a gravel blanket over fill slopes at the east end of the structure. This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$459,371.25
Present estimate of project cost, including $2,600.00 for work under this order	$420,700.00
Expected under-run (amount)	$38,671.25
Expected under-run (per cent)	8.4

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: ~~Construction Engineer~~ or Bridge Engineer

Approval Recommended: Asst Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM [illegible] 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 3 - 1964
FOR FILING

121

June 1, 1964

Your File Ref. D 315-2-93

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. W. G. Johnson

Gentlemen:

East The Dalles Railroad Overcrossing
Bridge No. 8776

Your letter of May 15 returns an "Approved" print of our Drawing No. 19894 and at the same time requests the State's plans for stabilizing the fill slopes at the East The Dalles Railroad Overcrossing.

An examination has been made in the field of the fill slopes and it is the State's belief that a 4" gravel blanket should be placed over the fill area under the structure and possibly for a 4' or 5' area outside of a vertical plane through the structure edges. Outside of this area the State will seed and mulch the fill slopes so that in a short time they will become stabilized from vegetation. Please advise if the 4" gravel blanket positioned as mentioned above under the East end of the structure is satisfactory. It is our belief that no gravel blanket is necessary on the fill slopes at the West end of the structure.

At such time as we have your approval on the above method or comments on the above method, construction will start immediately on this portion of the work and providing the required clearances under your signal and communication lines.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

cc: Mr. Dean Swift-w/8 prints
19894
Mr. Norman Krehbiel
Mr. T. W. Litchfield
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

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OFFICE OF
STATE HIGHWAY ENGINEER

Form K- [illegible]-5M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 31 1964 By
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name East The Dalles U.P.R.R. O'xing Date June 26, 1964

Highway Columbia River Contract No. 6181 F. A. Project No. I-80N-3(30)84

County Wasco Prefix 633-1077 Account No. 269

Description of Work To Be Done:

Increase fill slopes from 2:1 to approximately $1\frac{1}{2}$:1 and $\frac{3}{4}$:1, with hand placed rock embankment being used on the face of the $\frac{3}{4}$:1 slope. Place 4" gravel blanket over fill area under east end of structure. Seed and mulch area outside of gravel blanket.

Location by Station Numbers:

East The Dalles Union Pacific Railroad Overcrossing

Estimate of Quantities and Costs:

All labor, materials, and equipment....................................$2,600.00

(See back for estimated quantities)

Explanation:

This work necessary in order to obtain required minimum vertical clearance under Union Pacific Railroad communication lines and to alleviate wind erosion by seeding, mulching, and placing a gravel blanket over fill slopes at the east end of the structure. This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$459,371.25
Present estimate of project cost, including $ 2,600.00 for work under this order	$420,700.00
Expected under-run XXXXXXX (amount)	$ 38,671.25
Expected under-run XXXXXXX (per cent)	8.4

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Asst Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Estimated Quantities

330 cu. yd. excavation @ $1.50 per cu. yd.	$495.00
93 sq. yd. grouted, hand placed rock wall @$10.00	930.00
178 cu. yd. 4" gravel blanket @$4.50 cu. yd.	800.00
0.5 acre seeding and mulching @$750.00 acre	375.00
TOTAL	$2,600.00

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OFF. [illegible] ENGINEERING

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JUL 17 1964
OREGON DIVISION

[illegible] 1,2,3,4,5,6

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JUN 3 - 1964
FOR FILING

181

FORM E-13X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 1, 1964

Your File Ref. D 315-2-93

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. W. G. Johnson

Gentlemen:

East The Dalles Railroad Overcrossing
Bridge No. 8776

Your letter of May 15 returns an "Approved" print of our Drawing No. 19894 and at the same time requests the State's plans for stabilizing the fill slopes at the East The Dalles Railroad Overcrossing.

An examination has been made in the field of the fill slopes and it is the State's belief that a 4" gravel blanket should be placed over the fill area under the structure and possibly for a 4' or 5' area outside of a vertical plane through the structure edges. Outside of this area the State will seed and mulch the fill slopes so that in a short time they will become stabilized from vegetation. Please advise if the 4" gravel blanket positioned as mentioned above under the East end of the structure is satisfactory. It is our belief that no gravel blanket is necessary on the fill slopes at the West end of the structure.

At such time as we have your approval on the above method or comments on the above method, construction will start immediately on this portion of the work and providing the required clearances under your signal and communication lines.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

cc: Mr. Dean Swift-w/8 prints
19894
Mr. Norman Krehbiel
Mr. T. W. Litchfield
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

Mr. Dean Swift:

Glenn Tabor of the Union Pacific Railroad has indicated to me that the 4" gravel blanket will be satisfactory. As soon as we have the approval from the Railroad on this gravel blanket I will notify you and at the same time the gravel blanket plus the required excavation and rock work to give clearances under the signal and communication lines should be accomplished by State forces.

A State Force Order charged against the construction prefix should be prepared.

Mr. Tabor also requested that several days prior to any work that their Engineer Inspector, Mr. John Conklin be notified. Mr. Conklin has offices in the Passenger Depot at The Dalles and will handle the protective services for the Railroad during this work.

IDM.

RECEIVED
APR 6 1964
~~FOR FILING~~

6181

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1964

SUBJECT: Pux 407 File No. 30557
Supplemental Agreement
Union Pacific Railroad Company
East The Dalles O-Xing
Columbia River Highway
Wasco County

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed supplemental agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J N Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encl.

cc: R. L. Porter (1)
Ivan Merchant (1)
F. D. Morgan (2)
I. A. DeFrance (1)
Dean Swift (2)
J. W. Nash (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

Pink - to file
Ic

NOTED
FLOYD QUERY

RECEIVED
JAN 31 1964
FOR FILE

I-80N-3( )
6181

January 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 4, 1963, on Contract No. 6181. The contract was with Teeples and Thatcher for work on the East The Dalles U.P.R.R. Overcrossing on the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will appear as an NOA item at the meeting on January 30.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan. D. Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
JAN 29 1964

FOR FILING

I ION-3 ([illegible]) [illegible]
6181

January 28, 1964

Oregon State Highway Commission

Gentlemen:

On the agenda for the January 30 meeting will appear the matter of entering into a supplemental agreement with the Union Pacific Railroad Company which extends the time from August 26, 1963 to February 26, 1964, on the East Dalles over-crossing project. This is on Route 80N where we cross the Union Pacific's facilities just easterly of The Dalles project.

Practically all of the work on this project has been completed but a small amount of grading remains to be done. This extension is at the request of the Railroad Company. I recommend that it have your approval and that you sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. I. Lindas
C. H. Maison

RLP:ms bbc

RECEIVED
AUG 20 1963

Monthly transaction number
FOR FILING

Project report number
I-80N-3(
8

3181

Form 2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

e
Oregon

County
Wasco

Project number
I-80N-3(30)84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 3**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **443,448.00**
Revised Federal funds	$ **407,000.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **August**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stow

Asst. **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **A. W. Parsons**
Division Engineer

L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(30)84

EAST THE DALLES UPRR OVERCROSSING ON THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices)

Salem, Oregon, August 2, 1963

Type Code X131
UPRR O'xing (Br. #8776) (Sta. 2466+46 to Sta. 2472+86) (Contract 6183)

Retaining Walls			
Shoring, Cribbing, Etc.	All Required		$ 3,000.00
Structural Excavation	240 cu.yds.	$ 8.00	1,920.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete	All Required		12,000.00
Metal Reinforcement	All Required		3,200.00
UPRR O'xing			
Tractor and Dozer	30 hours	25.00	750.00
Shoring, Cribbing, Etc.	All Required		8,500.00
Structural Excavation	1,300 cu.yds.	8.00	10,400.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,475 lin.ft.	6.00	8,850.00
Drive Steel Piles	39 only	100.00	3,900.00
Splice Steel Piles	10 only	25.00	250.00
Class "A" Concrete (1923 cu.yds.)	All Required		145,000.00
Metal Reinforcement (466,000 lbs.)	All Required		58,000.00
Structural Steel (Low Alloy 503,000 lbs.) (Carbon 112,000 lbs.)	All Required		124,000.00
Metal Parapet Railing	1,100 lin.ft.	6.00	6,600.00
8-inch Metal Drain Pipe	350 lin.ft.	4.00	1,400.00
6-inch Standard Steel Pipe	75 lin.ft.	11.00	825.00
			$389,795.00
Work by the Union Pacific RR Co.	All Required		$ 13,340.00
	Subtotal		$403,135.00
	10% Engr. & Cont.		40,313.00
		Total	$443,448.00

Length of Structure . . .. 0.121 mile

Federal Funds -	$407,000.00
State Funds -	36,446.00
	$443,446.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

EAST THE DALLES UPRR OVERCROSSING

PROJECT NO. I-80N-3(30)84

Estimated cost of work by the Union Pacific RR. Company

Furnish Labor and Material for Installation of Track Guard Rail	$ 820.00
Furnish Labor and Material for Temporary and Permanent Rearrangement of Signal and Communication Lines	11,120.00
Furnish Labor and Material for Rearrangement of Right-of-way Fence	200.00
Furnish Labor and Material for Installation and Removal of Temporary 24-foot Plank Crossing and 2 Motor Car Indicator Signals at M.P. 87.61	1,200.00
	$13,340.00

RECEIVED
APR 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. N-3(30)04 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Wasco
		PROJECT NO. I-80N-3(30)84

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 1.6 mi. E. of The Dalles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-8-62	0.121
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 428,774.00	$ 393,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw
Asst. State Highway Engineer
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer April 3, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(30)84

EAST THE DALLES U.P.R.R. OVERCROSSING ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 19, 1963

Type Code X331
U.P.R.R. O'Xing (Br #8776)(Sta. 2466+46 to Sta. 2472+06)(Contract 6181)

Retaining Walls

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	240 cu.yds.	8.00	1,920.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete	All Required		12,000.00
Metal Reinforcement	All Required		3,200.00

U.P.R.R. O'Xing

Tractor and Dozer	30 hours	25.00	750.00
Shoring, Cribbing, etc.	All Required		8,500.00
Structural Excavation	1,300 cu.yds.	8.00	10,400.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,475 lin.ft.	6.00	8,850.00
Drive Steel Piles	39 only	100.00	3,900.00
Splice Steel Piles	10 only	25.00	250.00
Class "A" Concrete (1,920 cu.yds.)	All Required		145,000.00
Metal Reinforcement (466,000 lbs.)	All Required		58,000.00
Structural Steel (Low Alloy 503,000 lbs. (Cor-ten 112,000 lbs.)	All Required		124,000.00
Metal Parapet Railing	1,100 lin.ft.	6.00	6,600.00
8-inch Metal Drain Pipe	350 lin.ft.	4.00	1,400.00
6-inch Standard Steel Pipe	75 lin.ft.	11.00	825.00
			$ 389,795.00
	Subtotal		$ 389,795.00
	10% Engr. & Cont.		38,979.00
	Total		$ 428,774.00

Length of Structure - - - - - - - - - - - -0.121 mile

Federal Funds - $ 393,800.00
State Funds - 34,974.00
$ 428,774.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WORK RETAINED IN FIRST STAGE

Description	Total Cost	Federal Funds	State Funds
Work by UPRR Co.	$ 13,354.00	$ 12,200.00	$1,154.00

EAST THE DALLES U.P.R.R. OVERCROSSING

Project No. I-80N-3(30)8,

Estimated Cost of Work by the Union Pacific R.R. Company.

Furnish labor and material for installation of track guard rail	$ 820.00
Furnish labor and material for temporary and permanent rearrangement of signal and communication lines	11,120.00
Furnish labor and material for rearrangement of right of way fence	200.00
	$12,110.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(30)84

EAST THE DALLES U.P.R.R. OVERCROSSING

ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 27, 1962

Type Code X131
U.P.R.R. O'Xing (Br. #8776)(Sta. 2466+46 to Sta. 2472+86)

Retaining Walls			
Shoring, Cribbing, Etc.	All Required		$ 500.00
Structural Excavation	240 cu.yds.	$ 6.00	1,440.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete	All Required		8,220.00
Metal Reinforcement	All Required		3,900.00
U.P.R.R. O'Xing			
Tractor and Dozer	30 hours	15.00	450.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structural Excavation	1,300 cu.yds.	6.00	7,800.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,475 lin.ft.	5.00	7,375.00
Drive Steel Piles	39 only	60.00	2,340.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (1923 cu.yds. @ $70.00)	All Required		134,610.00
Metal Reinforcement (466,000 lbs. @ $0.135)	All Required		62,910.00
Structural Steel (Low Alloy 503,000 lbs. @ $0.25)(Carbon 112,000 lbs. @ $0.24)	All Required		152,630.00
Metal Parapet Railing	1,100 lin.ft.	7.50	8,250.00
8-inch Metal Drain Pipe	350 lin.ft.	4.00	1,400.00
6-inch Standard Steel Pipe	75 lin.ft.	15.00	1,125.00
			$404,550.00
Work by the Union Pacific RR Co.	All Required		12,140.00
	Subtotal		$416,690.00
	10% Engr. & Cont.		41,669.00
		Total	$458,359.00

Length of Structure - - - - - 0.121 Mile

Federal Funds - $421,000.00
State Funds - 37,359.00

$458,359.00

EAST THE DALLES U.P.R.R. OVERCROSSING

PROJECT NO. I-80N-3(30)84

Estimated cost of work by the Union Pacific RR Company

Furnish Labor and Material for installation of track guard rail	$ 820.00
Furnish Labor and Material for temporary and permanent rearrangement of signal and communication lines	11,120.00
Furnish Labor and Material for rearrangement of right-of-way fence	200.00
	$12,140.00

RECEIVED
AUG 12 1963
FOR FILING

6161

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 6, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.0

Oregon Project I-80N-3(30)84
East The Dalles UPRR Overcrossing

Mr. Young's August 2, 1963 letter forwarded two executed copies of the October 20, 1961 agreement with the Union Pacific Railroad Company in connection with the subject project.

The agreement has been approved, effective this date.

RECEIVED
AUG 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
cc Litchfield
8-12-63

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JUL 25 1963
FOR FILING

I SCN 3(3A)

6181

RAILROAD COMPANIES
FILE No. 611

Salem, Oregon
July 25, 1963

File No. 30557 Pux-407
Easement and Construction Agreement
The Dalles East O-Xing
Wasco County
Union Pacific Railroad Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

We are sending you the original and one copy of an agreement with the Union Pacific Railroad Company relative to The Dalles East O-Xing in Wasco County, for recording and processing, after which one copy is to be returned to General Files for filing.

A photo copy of the above agreement has been retained in this office.

Secretary

rn
Attach: 2

RECEIVED
FEB 11 1963

FOR
I-80N-3 [illegible]
6181

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 7, 1963

FROM : A. M. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

STEPHENSON

SUBJECT: Oregon Project I-80N-3(30)84
E. The Dalles UPRR O'Xing
Shop Inspection of Structural Steel

The agreement with Herman Adalist & Associates for shop inspection of structural steel on the subject project is approved effective January 22, 1963 in accordance with the request in Mr. Merchant's January 22, 1963 letter.

NOTED
P. M. STEPHENSON

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 7 - 1963
FOR FILING

[illegible] 30 [illegible]
6181

[illegible] 5.

Mr. [illegible]
Division Engineer
U. S. Bureau of [illegible]
477 N. E. [illegible]
Salem, Oregon

Dear [illegible]:

[illegible]

[illegible]

Very truly yours,

[illegible]
State Highway Engineer

[illegible]
Assistant State Highway Engineer

cc Mr. C. H. [illegible]
Mr. L. H. Young
Mr. Ivan Merchant

[illegible]er

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 31, 1963

T. Dec

FROM : T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

SUBJECT: Oregon Project I-80N-3(30)84
E. The Dalles UPRR O'Xing
Shop Inspection of Structural Steel

Mr. Merchant's January 22, 1963, letter requested approval of the agreement with Herman Adalist and Associates for shop inspection of structural steel on the subject project. Attached to his letter was the quotation from Herman Adalist. Please advise how the fee for the inspection is to be determined inasmuch as Mr. Adalist quotes a fee both on a time and tonnage basis.

NOTED
P. M. STEPHENSON

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 14 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

7 30

6181

January 10, 1963

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: East The Dalles-U.P.R.R. Overcrossing
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County
Bridge No. 8776

Attached are five thermofax copies of Teeples and Thatcher, Contractors, sketch showing the proposed crib details for Bent Nos. 5 right, 6 right and left, and 7 left, of subject bridge.

We have examined their proposed design and find it meets our requirements.

We are sending these prints to you for your inspection and check.

Please return one copy with your approval or comments noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

by

T. C. Roake
Assistant Bridge Engineer

TCR/mm
Attached

cc: Mr. P. M. Stephenson ✓
Mr. R. M. Brown

NOTED
P. M. STEPHENSON

[illegible]
OFFICE OF
[illegible]

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DEC 18 1962
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 18, 1962

Mr. R. E. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: E. The Dalles UPRR O'Xing
Wasco County
Contract No. 6181
FAP No. I-80N-3(30)84

Gentlemen:

Teeples & Thatcher began work on the East The Dalles Union Pacific Railroad Overcrossing project on the Columbia River Highway in Wasco County, Contract No. 6181, Federal-Aid Project No. I-80N-3(30)84, on December 12, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: C. H. Maisen
L. H. Young
J. W. Nash
D. D. Parkes
Floyd Query

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FLOYD QUERY

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6181

KARL D. TEEPLES
Res. ATlantic 7-6691

W. E. THATCHER
Res. ALpine 4-9650

Teeples & Thatcher, Contractors
Buildings, Millwork and Cabinets
General and Heavy Construction

Phone Number
PRospect 5-4374

8850 S. E. OTTY ROAD
PORTLAND 66, OREGON

State of Oregon
Oregon State Highway Department
Salem 10, Oregon

Re: The Dalles UPRR Overcrossing

Attention Ivan D. Merchant

Gentlemen:

The Contract Documents on the subject project which were sent to us by the Oregon State Highway Commission were received in this office on November 19, 1962. These were immediately executed and Performance Bond and insurances sent to you. As you know, this Contract required a special railroad insurance which we furnished and which you checked and sent to the Union Pacific Railroad on November 26, 1962. This insurance policy was received by Union Pacific on December 3, 1962.

We cannot proceed with the work on the project until Union Pacific has approved the insurance policy and the Highway Commission has returned our Contract. It normally takes ten days or two weeks to get insurance policies approved by the Railroad. Our workday count was started on the project on November 26, 1962, which we feel was premature under the circumstances. We do not believe that it is the intention of the Highway Commission to start workday count until the Contract has been signed by the State and notice to proceed given to the Contractor. As of this date, we have not received our Contract, nor can we proceed.

Will you please take steps to stop the workday count at this time and set the starting date after we have been notified and cleared to proceed.

Contract to Contractor 11-13
" Rec. from " 11-30
" to Legal Div. 11-30

Sincerely yours,

TEEPLES & THATCHER

Harry Pajutee

Harry Pajutee

HP/hf

cc State Highway Commission
Att: Mr. Floyd Query

~~State Highway Department~~
Att: Mr. Norman Krebiel

NOTED
FLOYD QUERY

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DEC 10 1962
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

I-80N-3(30)84

November 16, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: East The Dalles
UPRR O'xing
Oregon Project I-80N-3(30)84
Wasco County
Contract No. 6181

Dear Mr. Baker:

You are hereby authorized to proceed with the required railroad work in connection with the subject-named project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mmb

cc: I. Merchant
Dean Swift
F. D. Morgan
C. H. Maison

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NOV 19 1962
FOR FILING

I-80N-3(30)84

6181

477 Cottage Street N.E.
Salem, Oregon

November 15, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Ivan D. Merchant, Bridge Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(30)84
East The Dalles UPRR Overcrossing

Attached to your November 13, 1962 letter was a copy of a November 1 letter from the Union Pacific Railroad Company indicating their approval of plans for the subject project. Based on this approval we hereby grant permission to authorize the company to proceed with railroad work on the project.

NOTED
P. M. STEPHENSON

RECEIVED
NOV 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Merchant
copy To Young
11-16-62

FORM E-183

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
V 5 1962
FOR FILING

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1962

Teeples & Thatcher
6850 S. E. Otty Road
Portland 66, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6181 for the following project:

Construction of East The Dalles U.P.R.R.
Overcrossing in Wasco County

This award was based on your low bid of $260,793.00 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. C. Savage (S1/C)
I. D. Merchant

6181

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-3(30)84
East The Dalles U.P.R.R. Overcrossing
The Dalles-Big Eddy Section, Columbia River Highway

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6181 to Teeples and Thatcher of Portland, Oregon, low bidder in the amount of $389,795.00 at the October 30, 1962 bid opening.

Since the proposed structure is an overcrossing of the railroad, concurrence is given, in this instance, on the basis of tentative approval from the railroad company, furnished with Mr. Merchant's October 8, 1962 letter. Authorization to proceed with railroad work is being withheld pending receipt of final written approval of design plans by the railroad.

original To Young
copy To Merchant
11-9-62

NOV 7 1962

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FOR FILING
I-80N-3(30)84
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

By:

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

G. R. Brooks
District Engineer

Oregon Project I-80N-3(30)84
East The Dalles U.P.R.R. O'xing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

You are authorized to proceed with railroad work included in the project, upon submission, prior to our concurrence in award of contract, of written evidence that design plans have been approved by the railroad company. Our October 5, 1961 memorandum indicated that the proposed railroad agreement was satisfactory.

original To Young
10-10-62

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1962
FOR FILING

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

3525 NO. LARRABEE AVE
PORTLAND 17, OREGON

AUGUST 9, 1962

Ref. File D 315 - 2 - 93

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Please refer to Mr. Ivan D. Merchant's recent telephone request regarding reimbursable costs and insurance requirements with respect to construction of highway overcrossing at Railroad M. P. 86.91 easterly of The Dalles.

Attached is a copy of Exhibit "B" giving estimated cost of work to be performed by the Railroads at expense of the State in connection with relocation of a section of the Columbia River Highway including above-mentioned overcrossing. This exhibit was attached to agreement between the Railroads and the State covering the highway work. Agreement was executed by the Oregon State Highway Commission on October 20, 1961.

Those portions of the estimate given in Exhibit "B" relating to the overcrossing structure, are as follows:

1.	Install inner track guard rail	$ 820.00
2.	Make temporary and permanent rearrangement of signal and communication lines	11,120.00
3.	Rearrange right-of-way fences	200.00
4.	Engineering and Inspection Service	6,395.00

In addition to the above estimated costs it is estimated that watchman and flagman service, including labor additives, will be $3,095.00 in connection with the overcrossing structure.

The remainder of costs in Exhibit "B" apply to the

NOTED
G. S. PAXSON

grading operations. Furthermore, to protect railroad facilities in connection with the grading operations, it is estimated that watchman, flagman and other protective service will cost $14,350.00.

As a matter of information, rates of pay for Section Foremen and Laborers have been increased. Effective May 1, 1962, the base pay for a Section Foreman is from $2.46 to $2.67 per hour and for a Section Laborer it is from $2.24 to $2.28 per hour. Consequently, the estimated cost for travel per employee from headquarters to jobsite and return is now $3.45 per round trip instead of $3.25 given in Exhibit "B".

In line with paragraph (b) at top of page 2 of Exhibit "B", we do not consider it necessary to revise the exhibit to reflect the new rates of pay.

The insurance to be furnished in connection with this highway project will be satisfactory if it meets the requirements in the agreement.

Yours very truly,

G. H. Baker
G. H. Baker
Superintendent

enc.

RECEIVED
AUG 14 1962
OREGON
STATE HIGHWAY COMMISSION

EXHIBIT "B"

Estimated Cost of Work to be Performed by Union Pacific Railroad Company, at the Expense of the State of Oregon, in Connection with the Relocation of Columbia River Highway near The Dalles, Oregon.

1.	Furnish labor and material for installation and removal of temporary 24-foot plank crossing and 2 motor car indicator signals at M. P. 87.61.	$ 1,200.
2.	Furnish such engineering and inspection service as in the opinion of the Railroads is necessary account construction operations.	18,000.
3.	Furnish labor and material for installation of track guard rail at overcrossing.	820.
4.	Furnish labor and material for temporary and permanent rearrangement of signal and communication lines.	11,120.
5.	Furnish labor and material for rearrangement of right-of-way fences.	200.
6.	Furnish flagging and other protective services.	

Information as to the Railroad employees which may be required to provide protection to railroad facilities is as follows:

Number (a)	Classification (b)	Base Pay (c)	Headquarters (d)
2	Section Labor	$2.12 to $2.17 per hour	The Dalles, Ore.
1	Section Foreman	$2.36 to $2.51 per hour	" "

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however, additional personnel, such as Communications Lineman and/or Signalman, may be used to protect communications and signal facilities, if deemed necessary by the Railroads.

COPY

EXHIBIT "B" (Cont'd.)

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect January 16, 1961. Normal overtime rate is one and one-half times base rate.

(d) Estimated costs for travel per employee from headquarters to jobsite and return is $3.25 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor costs, there shall be additional charges for Vacation Allowances; Health and Welfare; Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 30% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the State or its prospective bidders.

RECEIVED
MAY 19 1961
FORM E-30 50M 7-60 29395
FOR FILING

I-80N-3(30)[illegible]

6181

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1961

SUBJECT: Pux 407 @ The Dalles (East) O-Xing
Union Pacific Railroad Company
Wasco County

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

Herewith I hand you copy of Order No. 37830 issued by the Public Utility Commissioner, under date of May 5, 1961, relative to the above-titled matter.

The order appears to be in accordance with the Highway Commission's petition except that we are to furnish guardrails as requested by the railroad companies in their answer.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc.

cc: Ivan Merchant
G. E. Rohde
Tom Edwards
I. A. DeFrance
Dean Swift
J. W. Nash
H. G. Simpson

RECEIVED
MAY 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37830

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 167

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as THE DALLES (East) OVERCROSSING project, in Wasco County, Oregon.	ORDER

The above entitled matter was duly heard on April 18, 1961, at Salem, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen, Assistant Attorney
General, Of Counsel for the Oregon
State Highway Commission

For Respondents:

Robert B. Batchelder, Attorney
Portland, Oregon
In behalf of Union Pacific Railroad
Company and Oregon-Washington Railroad
& Navigation Company

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On November 7, 1960, the State of Oregon, by and through its State Highway Commission, filed a Petition pursuant to the provisions of ORS 763.080 and ORS 763.040, for permission to construct a public highway above grade over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee. The proposed overcrossing is referred to as The Dalles (East) Overcrossing Project.

Attached to and made a part of the Petition is Plan and Elevation Drawing No. P8776-B and Drawing No. 15892, containing a Location Map and Profile Drawing.

The Petition also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly served upon Respondents, the city of The Dalles and Wasco County. The city of The Dalles timely filed its Answer indicating it had no objection to the Petition. Answer of Respondents was also timely filed admitting and denying certain paragraphs of the Petition and alleging that a single guard rail should be installed as therein specified. The matter was thereafter set down for hearing and notice thereof duly served upon the parties of record.

At the commencement of the hearing Petitioner moved to amend its Petition by correcting the description of the location of the proposed overcrossing and by substituting Plan and Elevation Drawing No. P8776-D Revised for Drawing No. P8776-B and Location and Profile Drawing No. 15892 Revised for Drawing No. 15892. The revised drawings reflect structural changes not material to the permission requested herein and the motion to amend was allowed.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner proposes the construction of a section of Federal Interstate Highway 80N to constitute a revised location of the Columbia River Highway between The Dalles and Big Eddy, and, as a part thereof, it will be necessary to construct an overcrossing of two main line tracks of Respondents, in the Northeast Quarter (NE¼) of Section 1, Township 1 North, Range 13 East of the Willamette Meridian and the Southeast Quarter (SE¼) of Section 36, Township 2 North, Range 13 East of the Willamette Meridian.

The estimated annual average daily volume of traffic on the proposed overcrossing will be 4,500 vehicles, with an anticipated increase to 10,400 vehicles per day in 1975. Rail traffic is 18 train movements per day. The construction of the proposed overcrossing structure is an integral part of Federal Interstate Highway 80N and the Federal Standards applicable thereto do not permit the construction of crossings at grade. The proposed overcrossing is essential to the proper function of the highway.

The proposed overcrossing structure will be located approximately one mile east of the city limits of The Dalles, Oregon. The overcrossing lies in a general northeast-southwest direction, intersects the east-bound railroad track at highway station "L"2469+45.79 and railroad station 2522+16.79 at an angle of 20° 32' in the northeast quadrant. The structure will be 640 feet long and 62 feet, 4 3/4 inches wide with no provisions for sidewalks. The surface of the structure will be of concrete, which will be supported in the center by two 130 foot steel girder spans with remaining areas supported by reinforced concrete deck girders, all resting on and supported by reinforced concrete piers. The structure will have a 1,500 foot vertical curve connecting an ascending grade of 2.90% from the west and an ascending grade of 0.8199% from the east. The overcrossing will afford a clearance of 24 feet measured from base of rail to bottom of superstructure steel. The minimum horizontal distance measured from center of the west-bound main track to the inner surface of the pier is 21 feet, 9 3/8 inches. The proposed overcrossing will meet anticipated needs of the traveling public and will not create any undue hazard or inconvenience to the railroad.

Evidence supported by Petitioner's Drawing No. P8776-B Revised, shows that the eastbound track of the railroad clears the northernmost pier marked Bent #7, by a distance of 12 feet, 6 7/8 inches, measured from the center of track to the face of the pier. Because of this relatively small clearance, the Respondent, in its Answer, alleged that the Petitioner should, at its own cost and expense, furnish and install a guard rail extending along their track from a point 50 feet east of the proposed structure past the structure to a point 50 feet west thereof. The purpose of the guard rail is to keep train wheels paralleling the rails to help trains be carried past the overstructure without collision therewith in case of derailment. The Petitioner agrees to provide this added safety feature. The proposed overcrossing will meet anticipated needs of the traveling public and will not create any undue hazard or inconvenience to the railroad.

Petitioner proposes that the construction and maintenance of the proposed overcrossing structure and the costs thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said alteration, without participation therein from funds of Respondent, from state and federal highway funds, including reimbursement to Respondent for its necessary expenditures incurred in connection therewith.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement by Petitioner, remove and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement by Petitioner, remove and replace existing signal and communication lines to protect the same during the construction period.

(d) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after the construction.

(e) Subject to reimbursement by Petitioner, furnish and install a single guard rail extending along the track of the Respondent from a point located 50 feet east of the proposed structure past the structure to a point 50 feet west thereof.

These proposals have been agreed upon between Petitioner and Respondents. No objections were made and they are approved. It is found that the proposals relating to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction of Federal Interstate Highway 80N and is required in the interest of public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of a highway overcrossing structure herein proposed be and the same is hereby granted, and No. 2A-87.2-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design shown by the Oregon State Highway Department Bridge Division Drawings entitled Plan and Elevation Drawing No. P8776-B Revised and Location Map and Profile Drawing No. 15892 Revised, submitted by amendment with the application and by this reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that this order shall be effective on the day of execution hereof.

Made and entered this 5th day of May, 1961.

Public Utility Commissioner

(SEAL)

FORM E-123-X

RECEIVED
[illegible] 27 1960

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible] -4

6181

December 23, 1960

Public Utility Commissioner
Public Service Building
Salem, Oregon

Attention: C. E. Jaqua

Re: Pux 407 - The Dalles (East)
O-Xing
OWRR & N Co., UPRR Co.
Wasco County
Docket No. SXF-167

Dear Sir:

Owing to some slight changes to be made at this crossing at the request of Union Pacific Railroad Company, Mr. Batchelder has requested an extension of twenty days in which to file an answer to the petition. This is to advise you that this extension is satisfactory.

It is planned to substitute revised exhibits at the hearing, and copies thereof will be sent to Union Pacific Railroad Company as soon as available. Notwithstanding the twenty days extension, it is requested that answer of the railroad companies be filed as soon thereafter as possible.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: Robert B. Batchelder
727 Pittock Block
Portland 5, Oregon
G. S. Paxson
Ivan Merchant

NOTED

9

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FOR FILING

1-80N-3(1.) 84

6181

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1960

SUBJECT: Pux 407 - The Dalles (East) O-Xing
OWRR & N Co., UPRR Co., Lessee
Wasco County

To: Mr. G. S. Paxson

On November 7, 1960 I sent you copy of petition of the State Highway Commission to the Public Utility Commissioner, to which prints of Drawings 15892 and P 8776-B were attached. I am enclosing herewith one print each of revised drawings which should be substituted for the prints attached to the copy of the petition.

The revisions are caused by a change in the location of the structure to provide clearances for an offtrack maintenance road on the northerly side of the railroad instead of on the southerly side. This change was made at the request of Union Pacific Railroad Company.

The revised prints will be substituted at the hearing before the Public Utility Commission, and at that time the title and paragraph IX of the petition will be amended to add: "and in the Southeast quarter of Section 36, Township 2 North, Range 13 East, W. M." Please correct your copy of the petition accordingly.

J. W. DeSouza
J. W. DeSOUZA

JWD:ks
enc.

cc: Tom Edwards
Dean Swift

RECEIVED
NOV 14 1960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1-40N-3(30)44

6181

November 7, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 407 - The Dalles (East) O-Xing
OWRR & N Co., UPRR Co., Lessee
Wasco County

Dear Sir:

Herewith I hand you five signed copies of petition of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon the railroad companies, one copy is for service upon the City of The Dalles and one copy is for service upon Wasco County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Ivan Merchant
G. S. Paxson
Tom Edwards
Dean Swift

NOTED
G. S. PAXSON

RECEIVED
NOV 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 407

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as THE DALLES (East) OVERCROSSING PROJECT, in the Northeast quarter (NE$\frac{1}{4}$) of Section 1, Township 1 North, Range 13 East, W.M., in Wasco County, Oregon.	PETITION No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes the construction of a section of Federal Interstate Highway 80N, to constitute a revised location of the Columbia River Highway, between The Dalles and Big Eddy, and, as a part thereof, it will be necessary to construct an overcrossing of two main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Drawings 15892 and 8776-B, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that the construction of a crossing at grade would not be permitted under federal standards and would be hazardous to traffic on both the railroad and the highway.

V

That the annual average daily traffic on the proposed structure will be 4,500 vehicles, with an anticipated increase to 10,400 vehicles in 1975, and that the traffic on the railroad is an average daily volume of 18 train movements.

VI

That the proposed structure will be on a 1,500' vertical curve connecting an ascending grade of 2.90% from the west and an ascending grade of 0.8199% from the east.

VII

That Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Roads Administration under date of October 3, 1958.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement under federal regulations, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement under federal regulations, remove and replace existing signal and communication lines to protect the same during construction.

(d) At their own cost and expense maintain the railroad tracks with their appurtenances and facilities after construction.

VIII

That it is not anticipated that there will be any impairment of vertical or horizontal clearance on the railroad during construction in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is in the Northeast quarter (NE¼) of Section 1, Township 1 North, Range 13 East, W.M., in Wasco County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 7th day of November, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

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[illegible]

June 1, 1960

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: The Dalles-Big Eddy Section,
Columbia River Highway,
in Wasco County

I am sending you, under separate cover, prints of two maps of The Dalles-Big Eddy Section of the Columbia River Highway from a point west of The Dalles easterly to Big Eddy. These are entitled "The Dalles-Big Eddy Section", Columbia River Highway, Wasco County, Parts 1 and 2 of Drawing 8B-10-19. The maps are at a scale of 1" = 100'.

On these maps we have shown property belonging to the Union Pacific Railroad Company or the Oregon-Washington Railroad & Navigation Company, which we desire to purchase. These areas are outlined in orange and comprise Parcels 1 to 5, inclusive. Also shown on the map are parcels outlined in green which we construe to be operating property and over which we are requesting easements. The matter has been previously discussed with Mr. Callahan of your office and he advises that at least a portion of the property we propose to purchase is industrial property and, prior to sale, would require clearance from your office.

I am sending you a print from our Drawing 5776-B which is the layout and elevation of the proposed structure for the East The Dalles Overcrossing at your Station 2469 and a print from our Drawing 15573 which is the vicinity map for this crossing. I think you will find that we have provided the necessary off-track maintenance and provision for wire lines.

Parcel No 8

I am including, also, a print from our Drawing 5504-A showing the plan and elevation of the proposed crossing of your track and yard at your Station 16+64.6 B.C. = 19+99.4 P.O.T. At this point is also shown the proposed revision of one of your siding tracks. I also enclose a print from our Drawing 15499, which is a vicinity

Parcel No 7

map of this crossing. This crossing has previously been discussed with your office with particular reference to additional trackage requirements, and I believe you will find that this plan and elevation provides for the trackage which you indicated was needed.

Just west of The Dalles we overcross your tracks near Highway Station 2301. I do not, as yet, have vicinity maps or drawings for this crossing but assure you that we will provide for your trackage needs at this point.

Parcel No. 6

I am enclosing for your use a copy of descriptions which have been prepared in our office covering Parcels 1 to 5, inclusive, which are the parcels we desire to purchase from your company and Parcels 6 to 11, inclusive, which cover the parcels over which we are requesting easement.

You will note that on Part 2 of the plans for this project we show an easement at the Fifteen Mile Creek Bridge site extending from your Station 2551+43.35 to Station 2555+61.21. I am also enclosing a print showing this easement in detail with cross sections showing the position of the proposed wall end of the bridge over Fifteen Mile Creek. Dwg. 9B-18-2

We are quite anxious to get a portion of this project extending from the east city limits of The Dalles to Big Eddy under contract in the very near future. It will be some little time before we build through The Dalles, but it would seem best that the entire section be covered at this time.

We propose to apply to the PUC for authorization of the two railroad crossings for which I am submitting plans and elevations, and I would appreciate your early comment on these drawings so that any controversial points may be ironed out prior to the hearing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl. (descriptions)

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan D. Merchant
Mr. Walter Wright

I-80N-3(30) East The Dalles U.P.R.R. 1962
34 O'Xing
#6181

RR 634
RR 610

34-1025 Pointer Frontage Road Sec., 1962
Sunset Hwy. (Grad. & Oiling)
#6182

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6182

November 18, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6182 awarded to Gary Baker, Contractor, for grading-oiling the Pointer Frontage Road on Sunset Highway in Washington County was completed on August 6, 1963, and accepted by the Highway Commission on August 29, 1963.

Final payment, in the amount of $544.50 will be released to the contractor after November 25, 1963. The total contract amount is $17,326.22 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Gary Baker, Contractor
2030 East Main
Hillsboro
Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 5, 1963

Section Pointer Frontage Road

Kind of work Grading & Oiling

Highway Sunset County Washington

Section prefix 34 - 1025

Contractor Gary Baker

Contract number 6182

Date of contract November 1, 1962

Specified work days 35

Date work started June 13, 1963

Work days used 32

Project authorization $21,637.63

Exclusive of engineering $20,098.49

Per cent of time elapsed 9.4 %

Estimated cost of completed project, exclusive of engineering $18,090.00

Estimated per cent XXXXXXX underrun 16 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,538.64

Engineering cost to date $1,615.70, 105 %

Date project was completed August 6, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal estimate handed into the Division office on Monday, October 7.

F * I * N * I

CONSTRUCTION DIVISION
OCT 8 1963

Signed James W. Cochell
James W. Cochell

Address P.O. Box 282, Beaverton, Oregon 97005

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 3 1963
FOR FILING

6182

August 30, 1963

Mr. David R. Thompson
Landscape Architect
319 Davis Building
Portland 4, Oregon

Dear Dave:

Since your recent visit to this office, we had the matter of possible excess right of way near the former Pointer property west of Sylvan investigated.

This property was originally acquired for an interchange at this point at the time that the Sunset Highway might be converted to a full freeway. The rapid increase in the traffic pattern seems to indicate that this may not be too many years in the future and because of this, we do not consider it wise to dispose of any part of the right of way.

I hope you will understand the situation.

Kindest regards,

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

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MAY 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 21, 1963

West Slope Water District
3105 S. W. 89th Avenue
Portland 25, Oregon

Re: Pointer Frontage Road
Sunset Highway
Contract No. 6182
R-1355A

Attention: Mr. T. W. Tweedle

Gentlemen:

I am pleased to inform you that in the construction of the above mentioned access road on the southerly side of the Sunset Highway from S. W. 75th Avenue easterly to the above mentioned property, it will not be necessary for you to relocate or reconstruct any of your pipelines.

The above is in full reply to your letter of December 27, 1962, addressed to the State Highway Department, attention Mr. F. B. Morgan.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Lloyd P. Shaw
R. L. Porter
F. B. Morgan
A. L. Johnson
Ted Litchfield

RECEIVED
MAY 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1963

FOR FILING

6182

Salem, Oregon
May 13, 1963

Mr. Frank C. McKinney
Chief, Office Section
Building

Pointer Access Road
Sunset Highway
Contract 6182

Division I advises it has devised a plan to clear West Slope Water District's main without moving it and at little or no additional cost. Arrangements to document change of plan are being carried out by Division personnel.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter
T. W. Litchfield

FORM E-30X—30M—10-62 46923

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1963

SUBJECT: **Pointer Frontage Road**
Sunset Highway
Contract No. 6182

To: **Mr. A. E. Johnson**
Division Engineer
State Highway Department
Portland 2, Oregon

ATTENTION: Mr. C. T. Keasey

The line change and use of a 150 foot vertical curve as suggested in your letter of May 8 has been approved by Mr. Shaw. Please proceed with execution of a Price Agreement to cover this revision, with no change in bid price.

A copy of this letter and prints you submitted will be handed to Frank Hall for plan correction.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd P. Shaw ✓ (Attachs.)
Frank Hall (Attachs.)

RECEIVED
MAY 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 5, 1963

SUBJECT: Pointer Frontage Road
Sunset Highway
Contract No. 6182

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Some time last week, a request was made by Mr. Lloyd Shaw, through the Utilities Liaison Engineer, to investigate a possible grade change on the subject section which would eliminate a necessity for lowering the West Slope Water District's 12" main which runs approximately parallel and crosses the alignment of this project.

The grade change suggested to eliminate the need for lowering this line would change the grading quantities in this project so that it would be necessary to borrow approximately 1,420 cubic yards of fill material. There is no suitable source of borrow material in the immediate vicinity of this project, and it would be necessary to haul the material in at an estimated cost of approximately $2 per cubic yard. This would have to be done on an extra work basis since it changes the nature of the project from a nearly balanced section to a borrow section.

We have a copy of a letter from Mr. Carl Green, Consulting Engineer for the West Slope Water District, in which he estimates that the total cost of lowering the 12" main and the connecting 6" main to Sylvan Court would be approximately $900 to $1,000.

Since this pipe line is on permit, we still recommend that the water district be required to lower the pipe at no cost to the State. However, if the Legal Department determines that it is our obligation to pay for this work, we recommend that the pipe be lowered rather then raise the grade line due to the difference in cost.

A. E. Johnson
Division Engineer

by

C T Keasey
C. T. Keasey
Assistant Division Engineer

Litchfield

CTK:fb
Encl.
cc J. W. Cochell

original copies To Morgan
4-17-63

CONSTRUCTION DIVISION
RECEIVED
APR 8 1963
NOTED ☐ ☐ ☐ ☐ ☐

WEST SLOPE WATER DISTRICT
[illegible]
[illegible]
PORTLAND [illegible] OR.

January 9, 1963

State of Oregon
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

NOTED
C. T. KEASEY

Attention: Mr. Jack M. Cartwright

Gentlemen:

This refers to Mr. Cartwright's letter of December 27.

On the same date we wrote to the State Highway Department in Salem, attention Mr. F. D. Morgan, explaining our position on the main relocation in question. The two letters crossed in the mail.

We assume that you have been in touch with your Salem office on the matter since that date.

Very truly yours,

WEST SLOPE WATER DISTRICT

By A. P. Di Benedetto
A. P. Di Benedetto
Commissioner

APD:ef

RECEIVED
APR 4 1963
OFFICE OF
DIVISION ENGINEER
DIVISION NO. [illegible]

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

519 Henry Building
Portland 4, Oregon
CApitol 7-2774

File .2

Date October 10, 1962

Mr. Lloyd P. Shaw, Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Attention: Mr. Cartwright

Re: Lowering Water Mains - Sunset Highway -
West Slope Water District

Gentlemen:

In accordance with Mr. Cartwright's request, we have investigated the proposed lowering of a 12" cast iron main along the southerly side of the Sunset Highway right-of-way in the vicinity of Sylvan Court, and estimate the cost of lowering the 12" main and the connecting 6" main to Sylvan Court will be in the order of $900 to $1,000.

This is based upon a direct conflict of about 200 feet of 12" and 50 feet of 6" but with an allowance of an additional 100 feet of 12" and 50 feet of 6" to accomplish a transition from the existing grade to the lower elevations which would be required if the access road is constructed.

Very truly yours,

CARL E. GREEN & ASSOCIATES

Carl E. Green

by Carl E. Green

cb

cc: West Slope Water District

RECEIVED

METROPOLITAN ENGINEER
RECEIVED

FORM 8-189

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV 2 1962
FILING

61[illegible]

November 2, 1962

Gary Baker, Contractor
2030 E. Main Street
Hillsboro, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6182 for the following project:

Grading and oiling on the Pointer Frontage Road Section of the Sunset Highway in Washington County.

This award was based on your low bid of $18,933.00 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Fhn
cc:
Frank Morgan
L. M. Young
R. G. Savage (SIAC)

RECEIVED
NOV 7 1962
FOR FILING

34-1025

6182

COUNTY OF WASHINGTON
COURT HOUSE
HILLSBORO, OREGON

October 22, 1962

RECEIVED
OCT 24 1962
ENGINEER
COUNTY & CITY RELATIONS

State Highway Department
City-County Division
Room 403
State Highway Building
Salem, Oregon

Gentlemen:

The Washington County Court, Engineer, and Roadmaster met with Mr. John Graham this morning to discuss the proposed frontage road on Sunset Highway, adjacent to the Pointer property. Mr. Graham came in later, after discussion with Mr. Porter of your office, and suggested access be allowed only at Seventy-fifth Avenue.

The County Court still does not believe this to be a feasible solution and requests the Department to withdraw their bid request on the proposed frontage road until further consideration can be given the matter.

Mrs. Wylie, who apparently owns Seventy-fifth Avenue, called a few minutes ago to object strenuously to channeling traffic onto this private street. She says the road is used constantly, now, and she is sure the traffic would increase greatly. The street is, at the maximum, twenty-five feet wide.

Kindly inform us of the action of the Department on this matter.

Very truly yours,

WASHINGTON COUNTY COURT

Judge

Commissioner

Commissioner

[illegible] [illegible] frontage
[illegible] Oct 29
RLP

NOTED
R.L. PORTER

ECEIVED
NOV 30 1962
FOR FILING
34 183
6182

Hb
11-1-62

November 9, 1962

Mr. R. W. McMenamin
Attorney at Law
516 Oregon Building
Portland, Oregon

Dear Mr. McMenamin:

Last September you made a phone call to Mr. R. L. Porter, Assistant State Highway Engineer, concerning an access to the Catherine Pointer property on the Sunset Highway west of Sylvan.

In Mr. Porter's letter dated September 26, he mentioned it would be recommended that a frontage road be constructed as outlined in the right of way settlement.

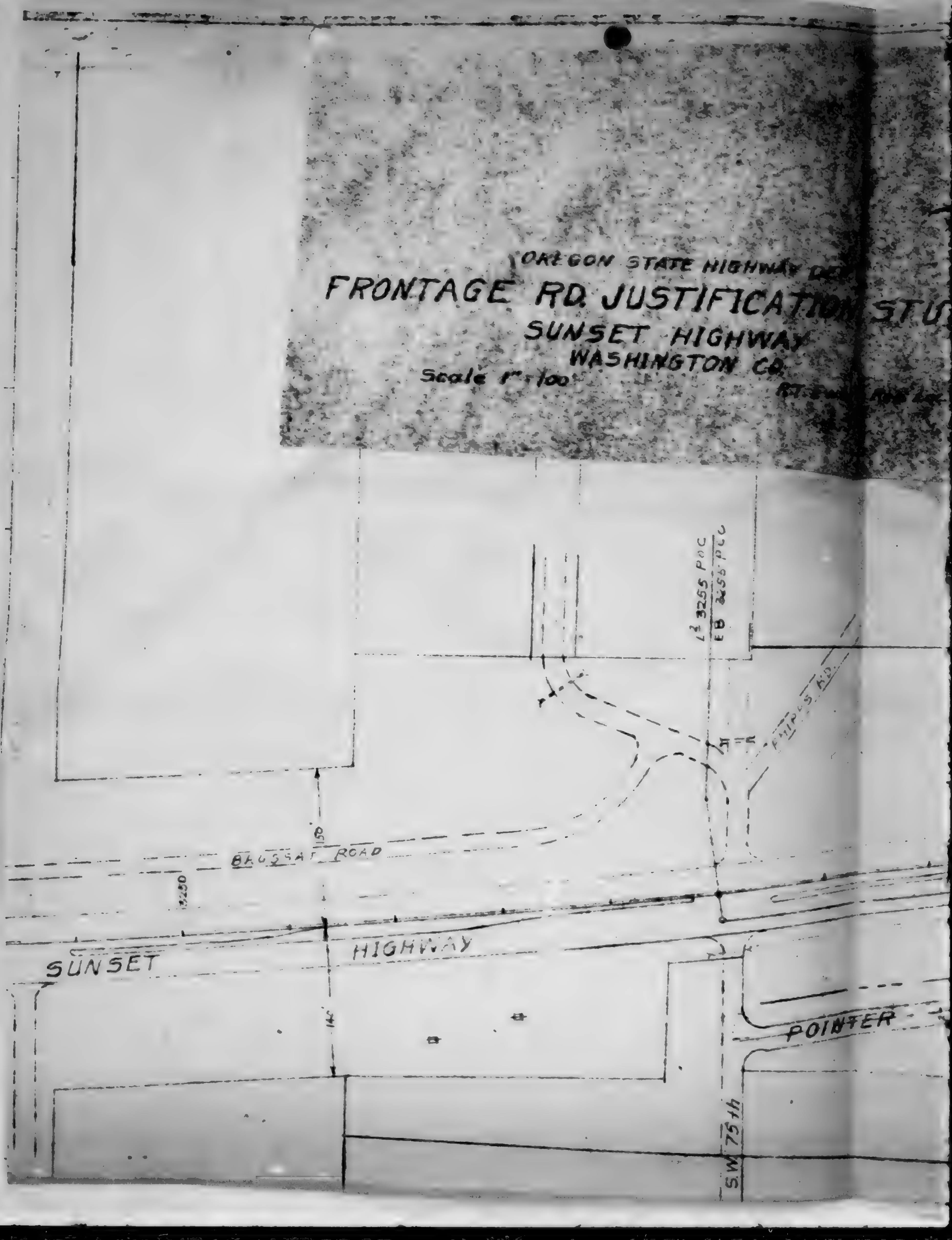
The Highway Commission at its meeting on November 1 approved construction of the frontage road and awarded the contract.

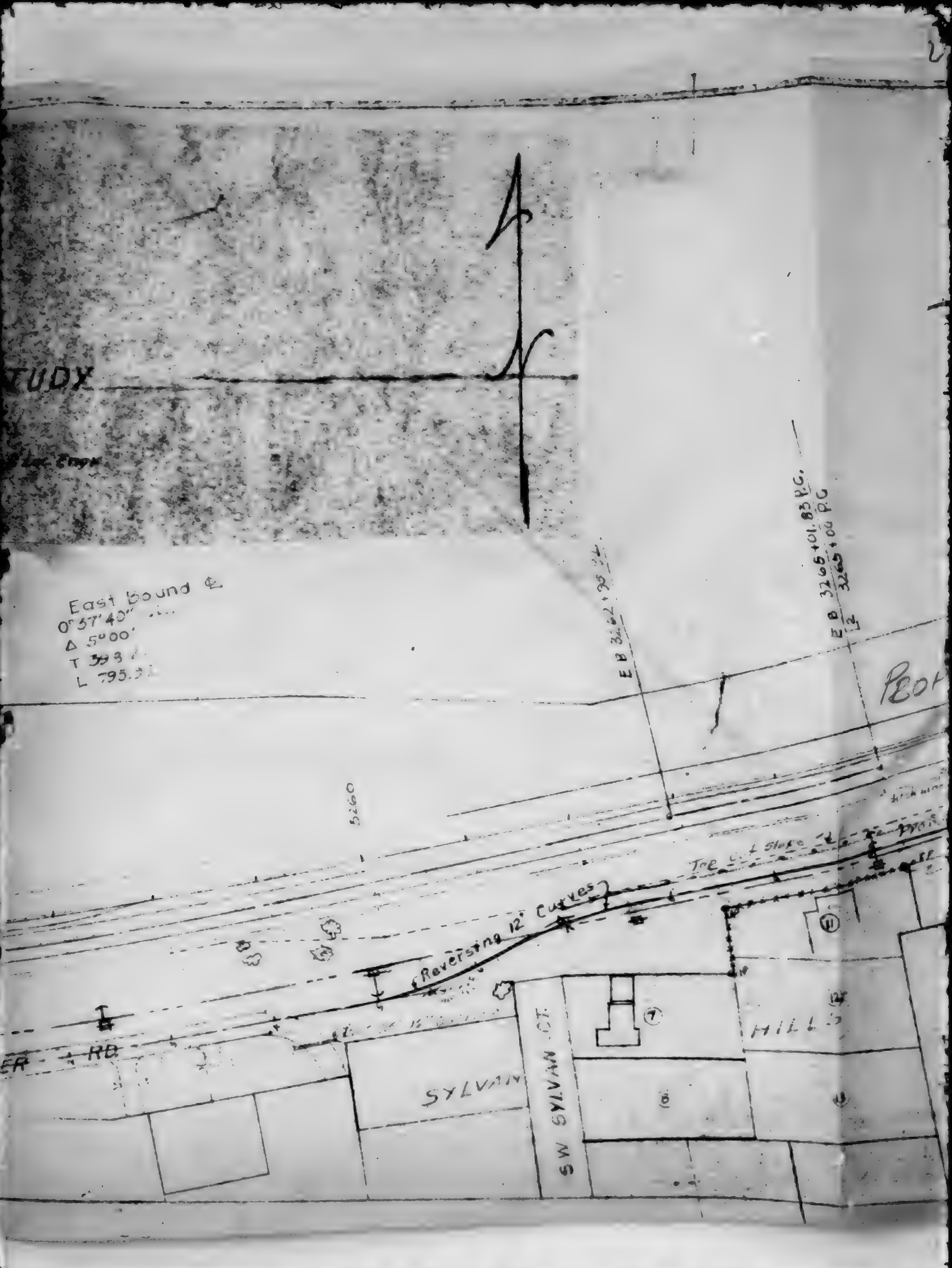
Very truly yours,

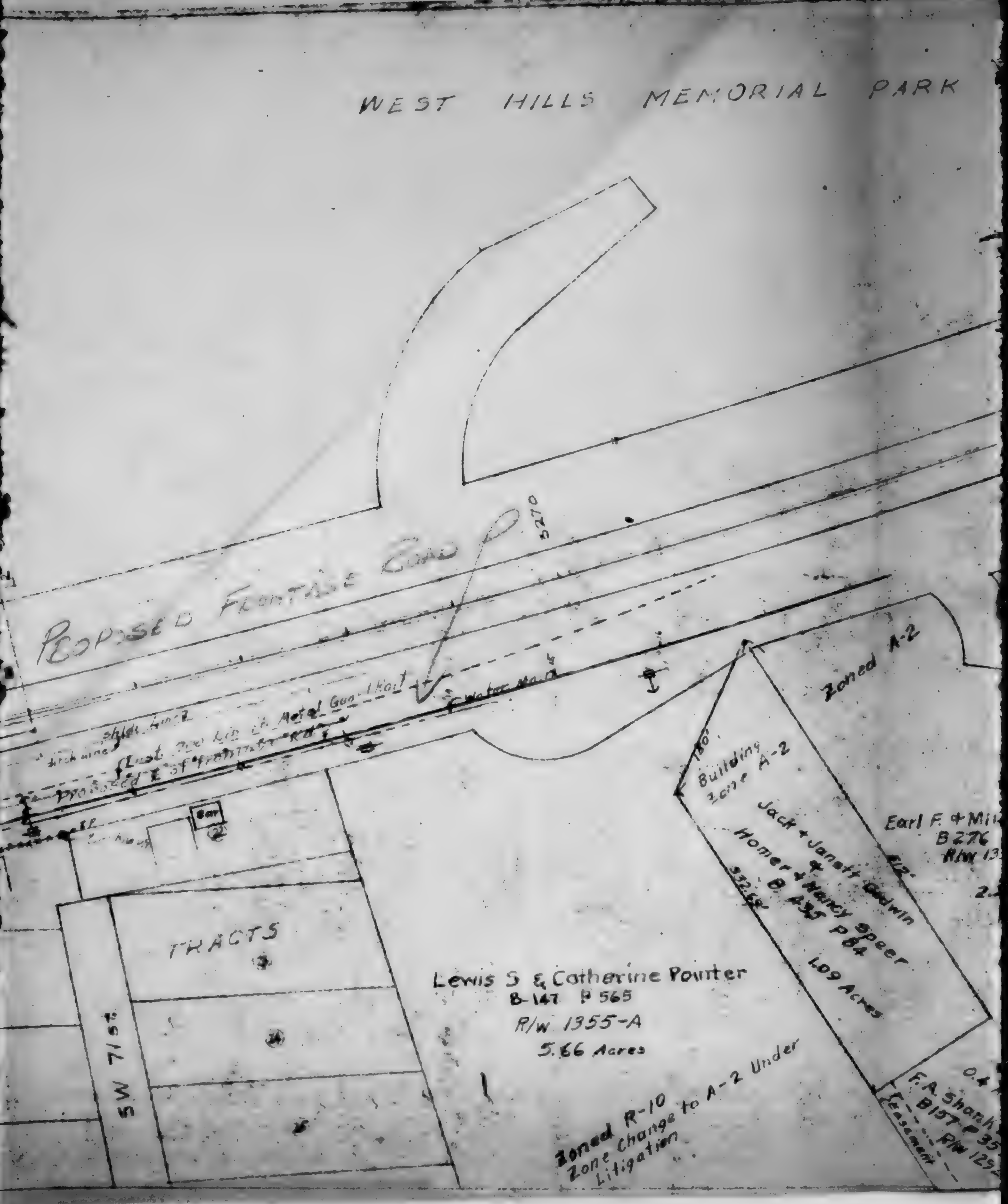
Secretary
OREGON STATE HIGHWAY COMMISSION

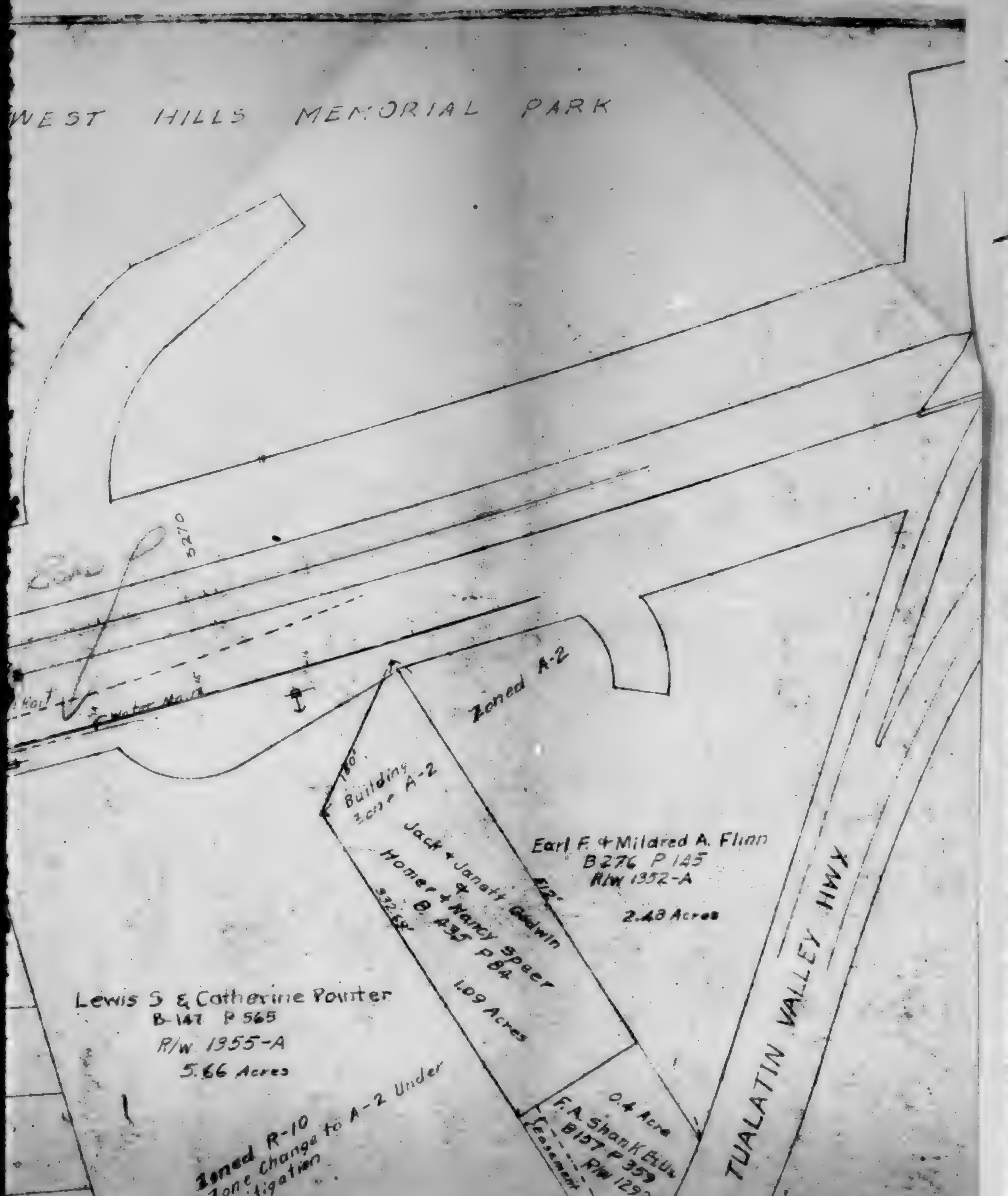
FQ:fkn
cc:
Washington County Court
Courthouse
Hillsboro, Oregon

Mr. Forrest Cooper
Mr. R. L. Porter


OREGON STATE HIGHWAY DE
FRONTAGE RD. JUSTIFICATION STU
SUNSET HIGHWAY
WASHINGTON CO.
Scale 1" = 100'
℄ 3255 POC
EB 3255 POC
PHIPPS RD.
BROSSAT ROAD
15
3250
SUNSET
HIGHWAY
14
POINTER
SW 75th


TUDY
Loc. Engr
N
East Bound ℄
0°57'40"
Δ 5°00'
T 393.
L 795.9
E B 3262+95
E B 3265+01.83 P.C.
L2 3265+04 P.C.
PEOP
5260
Toe Slope
Reversing 12' Curves
ER RB
SYLVAN
SW SYLVAN CT.
7
8
11
12
HILL


WEST HILLS MEMORIAL PARK
PROPOSED FRONTAGE ROAD
3270
Metal Guard Rail
Water Main
Proposed ℄ of Frontage Rd
Bar
TRACTS
SW 71st
Lewis S & Catherine Pourter
B-147 P 565
R/W 1355-A
5.66 Acres
Zoned R-10
Zone Change to A-2 Under
Litigation
Zoned A-2
Building
Zone A-2
130'
Jack + Janett Godwin
&
Homer + Nancy Speer
B 435 P 84
1.09 Acres
332.68'
Earl F. & Mi
B 276
R/W 13
F. A. Shank
B157 P 35
R/W 129
0.4
Easement

WEST HILLS MEMORIAL PARK
3270
Water Main
Zoned A-2
180'
Building Zone A-2
Jack + Janett Goodwin
&
Homer + Nancy Speer
B. 435 P 84
332.64'
1.09 Acres
512'
Earl F. & Mildred A. Flinn
B 276 P 145
R/W 1352-A
2.48 Acres
TUALATIN VALLEY HWY
Lewis S & Catherine Pointer
B-147 P 565
R/W 1355-A
5.66 Acres
Zoned R-10
Zone Change to A-2 Under Litigation
0.4 Acre
F.A. Shank Estate
B157 P 359
R/W 12929
Easement

RECEIVED
[illegible] 8 1962
FOR FILING

[illegible]

October 3, 1962

Oregon State Highway Commission

Gentlemen:

In 1947, the Highway Commission purchased right of way from Lewis and Catherine Pointer in connection with the construction of the Sunset Highway just westerly of Sylvan. Under terms of the right-of-way settlement, the State is obligated to construct a frontage road for the benefit of the grantors. The Pointer property is also served by the Tualatin Valley Highway, and because in the past there has been no demand for access to the Sunset Highway, the frontage road has never been constructed. The Department has recently received a request to either build a frontage road or to grant a direct access to the Sunset Highway. Due to the increase of traffic on this road, it is becoming apparent that the Sunset Highway should be converted to a complete freeway in the foreseeable future. It appears to be in the public interest that rather than grant the access requested, the Department fulfill its obligation at this time and construct the frontage road.

It is estimated that this construction will cost $17,000, about 1,300 feet of road will be involved, and sufficient right of way for the construction has already been acquired. Due to the urgency of this matter, verbal permission to proceed was obtained from Mr. David B. Simpson on September 25. It is requested that you concur in this action at the November 1 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison
W. T. Wright

RLP:ajw hlb

RECEIVED
SEP 26 1962

FOR FILING

34-11025

182

September 26, 1962

Mr. R. W. McMenamin
Attorney at Law
516 Oregon Building
Portland, Oregon

Dear Mr. McMenamin:

Reference is made to your recent phone call relative to access to the Catherine Pointer property west of Sylvan. I apologize for the delay in contacting you; however, it was necessary to make a field examination and prepare an estimate.

It appears that in the fairly near future, it may be necessary to convert the Sunset Highway to a complete freeway facility. It therefore appears to be preferable to construct the frontage road or service road that was committed in the right-of-way settlement. We are recommending to the Highway Commission that this construction be undertaken in the very near future. I believe when the work is accomplished, your client's property should have an adequate service facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

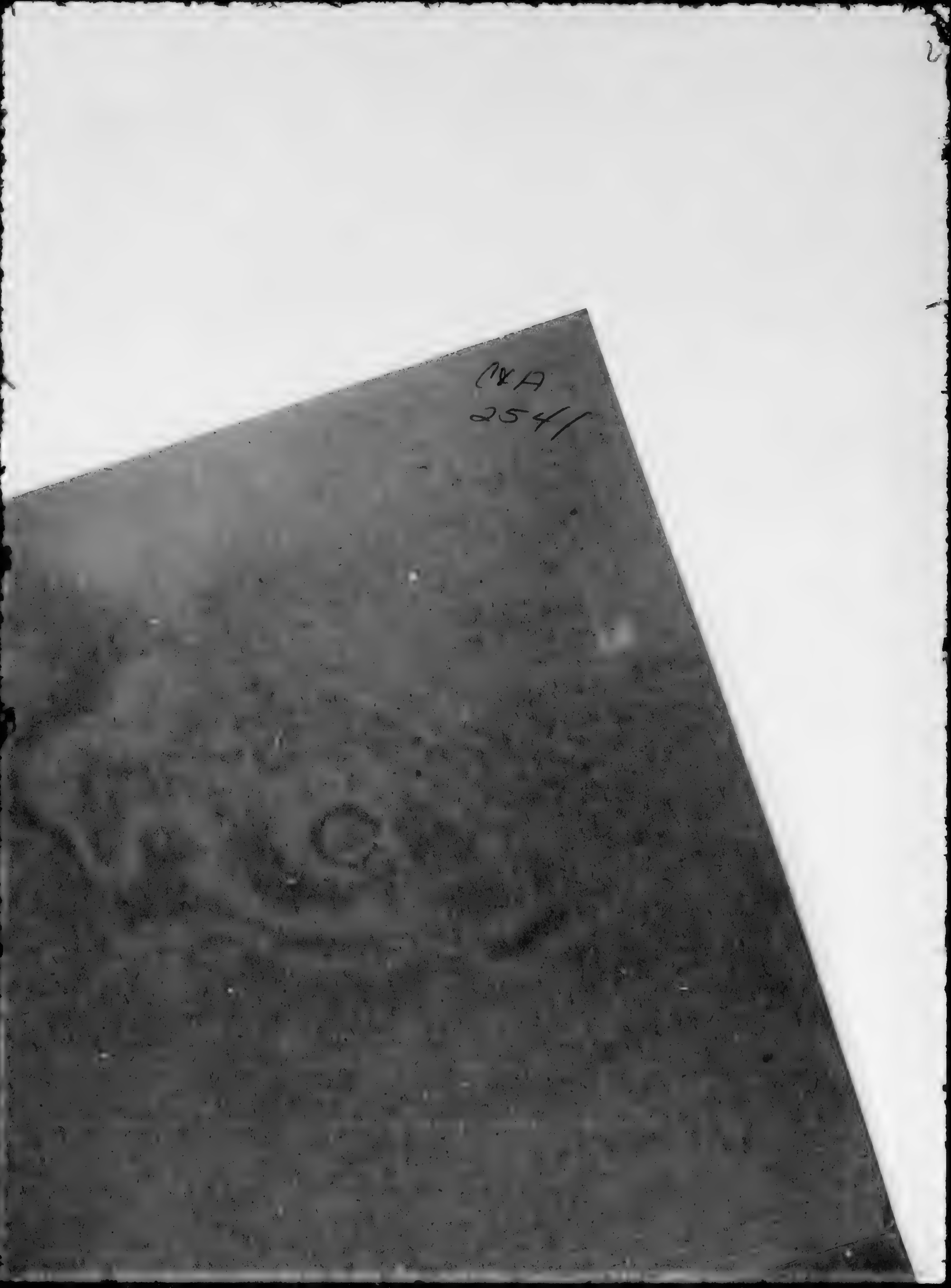
By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

S-437(1) Sunset Lake Br., Sunset Beach 1962
Co. Rd., S. of [illegible]
#6183


C&A
2541

fas 640
Clatsop

NOTED
H. S. COX

NOTED
F. E. Aensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

June 22, 1964

Board of Commissioners
Clatsop County
Courthouse
Astoria, Oregon

F-497(1)

Gentlemen:

Final costs are now available on the Sunset Lake Bridge Section of FAS 640, Contract No. 6183, as shown on the enclosed cost statement.

In accordance with the agreement dated September 4, 1962, the amount of $2,063.97 is due the County.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

RECEIVED
MAY 28 1963

FOR FILING

[illegible]

6183

May 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 16 on Contract 6183. The contract was with the Larson Construction Company and was for work on the Sunset Lake Bridge on the Sunset Beach County Road in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective May 27, 1963, and that you concur in this procedure at the Commission meeting on June 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JAN 16 1963
FOR FILING

S-497 (1)

6183

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. W. Cottage St.
Salem, Oregon

Re: Sunset Lake Bridge
Contract No. 6183
FAP No. S-497(1)

Dear Sir:

Larson Construction Company began work on the Sunset Lake Bridge on the Sunset Beach County Road in Clatsop County, Contract No. 6183, Federal-aid Project No. S-497(1), on January 7, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: J. W. Nash
D. B. Parkes
Floyd Query
C. H. Maison
L. H. Young

NOTED
FLOYD QUERY

[illegible] 6183

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
DEC 12 1962 4

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6183	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-6-62	COUNTY Clatsop
		PROJECT NO. S-497(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.5 mi. W. US 101 5 mi. N. Gearhart

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-27-62	0.058
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 75,418.00	$ 47,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By R. L. [illegible]
Asst State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L R Backlund
By: L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer December 6, 1962

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-497(1)

SUNSET LAKE BRIDGE

ON FAS ROUTE 447 IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 14, 1962

Type Code X080
Sunset Lake Bridge (Br. #11230A)(Sta. 22+83.02 to Sta. 25+86.98)(Contract 6183)

Furnish Treated Timber Piling	4,875 lin.ft.	$ 1.22	$ 5,947.50
Drive Timber Piles	104 only	60.00	6,240.00
Class "A" Concrete (100 Cu.Yds.)	All Required		9,000.00
3' x 30'-35' Prestressed Slabs	90 only	430.00	38,700.00
Metal Reinforcement (9,800 Lbs.)	All Required		1,100.00
Metal Parapet Railing	600 lin.ft.	7.00	4,200.00
Treated Timber in Place	9 M-FBM	375.00	3,375.00
	Subtotal		$68,562.50
	10% Engr. & Cont.		6,855.50
	Total		$75,418.00

Length of Structure - - - - 0.058 Mile

Federal Funds -	$47,500.00
State Funds -	13,959.00
County Funds- -	13,959.00
	$75,418.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

NOTED
V. R JONES

NOTED

November 26, 1962

Clatsop County Court
Courthouse
Salem, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $15,500 on the Sunset Lake Bridge, FAS 640. Contract No. 6183 has been awarded to Larson Construction Company of Astoria.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

NOTED
V. R. JONES

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
[illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-8-62	cc-791		504-1093-297

INVOICE NUMBER 76909

Clatsop County
Courthouse
Astoria, Oregon
Attn. County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$15,500.00
Partial transfer county advance deposit for the Sunset Lake Bridge, FAS 640.			10,000.00
To be retained			$ 5,500.00

RECEIVED
NOV 9 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By _______________________________

A 150 (REVISED 7-60)

RECEIVED
DEC 13 1962
FOR FILING

497 (1)

1/13

November 4, 1962

AGENDA
NOV 20 1962
4R-1

Larson Construction Co.
P. O. Box 140
Astoria, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 accepted your proposal, which was received on October 30, 1962 for construction of Sunset Lake Bridge on Sunset Beach County Road in Clatsop County for the sum of $68,562.50 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6181. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COM.

al
cc: Frank Morgan
L. H. Young
[illegible] C. Savage (SIAC)
I. D. Merchant
Pac. Bldr. & Engr., Inc., Seattle
Attn: Dorothy McCormack
Lowell Richards, Daily Jour. of Commerce
83 Columbia St., Seattle 4, Wn.
Daily Jour. of Commerce, Portland, News Room

NOTED
C. Ayers

NOTED
V. R JONES

NOTED
H. S. COX

NOTED
DON HARWELL

October 30, 1962

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On October 30, a satisfactory bid was received from Larson Construction Company of Astoria for construction of the Sunset Lake Bridge located on FAS 640 in Clatsop County. As per agreement between County and State, the following advance deposit is required of the county prior to awarding of a contract:

Bid Items	$68,562.50
Engineering & Contingencies	8,570.31
Estimated Total Cost . . .	$77,132.81

County Advance Deposit
20% of $77,132.81 = $15,426.56 or say $15,500.00

Please make this deposit by means of a check or warrant in the amount of $15,500 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

VRJ:mm

RECEIVED
SEP 6 1962
FOR FILING

497 (1)
1-173

MISC. CONTRACTS and AGREEMENTS No.

Salem, Oregon
September 5, 1962

Cooperative Construction Agreement
Sunset Lake Bridge Section
S-497(1), FAS 640
Clatsop County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don Harwell
Mapping-Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Clatsop County covering the Sunset Lake Bridge Section of FAS 640 in Clatsop County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Clatsop County Court.

Secretary

FH
Attach: 1

MEMO TO J. W. NASH Date: 8/7/62

FAS 640, CLATSOP COUNTY

NOTED
Harold C. Ayers

TERMINI: Bridge over Sunset Lake 5 miles north of Gearhart.

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

PROPOSED WORK: Construct one 306' concrete bridge.

PROJECT LENGTH: 0.058 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$90,000	$54,000	$18,000	$18,000	(County)

EXISTING FACILITIES: Obsolete pile trestle 16' wide and 360' long. Present structure has substandard width and superstructure has decaying caps and stringers.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:

[redacted]/EAST END: Bituminous surface 19' wide with 3' shoulders.

[redacted]/WEST END: Bituminous surface 19' wide with 3' shoulders.

PROJECT DATA: Construct a reinforced concrete bridge 306' long and 24' wide with a 5' sidewalk on the upstream side. The new bridge will be adjacent to the southerly side of the present bridge, and approaches and connections will be constructed by Clatsop County.

RIGHT OF WAY: 50' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Road serves a community, resort area, and golf course and is an access to beach. This is a school bus and mail route.

VRJ:mm

NOTED
S. COX

NOTED
DON HARWELL

NOTED

March 15, 1962

Mr. Robert Sheffler
Clatsop County Engineer
Courthouse
Astoria, Oregon

Sunset Lake Bridge
FAS 640

Dear Mr. Sheffler:

With regard to the difference in cost between treated timber and concrete piling for the Sunset Lake Bridge, the Bridge Division's tentative estimate for the cost of the structure is $90,000 with treated timber piling and $100,000 with concrete piling. The proposed design will have span lengths of 34 feet and the depth of the stringers is 15 inches.

The deck design, which will be similar to the 1st Avenue Bridge in Seaside, requires the addition of a bituminous surfacing after construction for smoothness and to provide a centerline crown in the roadway. I believe the County will be asked to do this work.

Please advise us as to your preference in regard to the type of piling and whether the County will place the bituminous surface.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm

4/4/62

Clatsop thinks a timber structure could be built for an approx. cost of $50,000, they are going to search into the matter a little further — Don

[illegible]

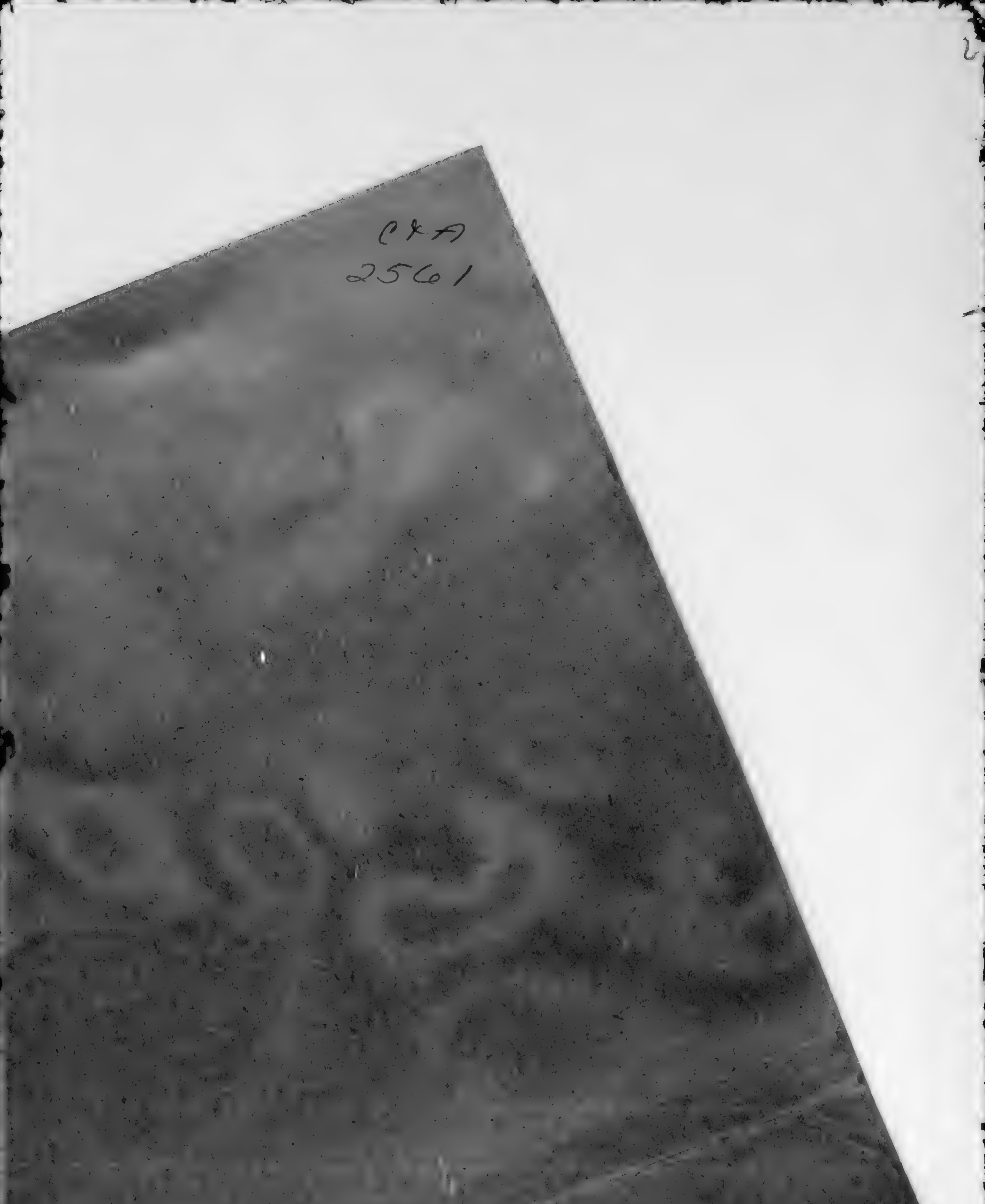
CLATSOP COUNTY
PROPOSED FAS PROJECT

FAS ~~636~~ 640: Sunset Lake Bridge, $80,000. The proposed project is to replace the existing 340' timber bridge. The new bridge will be 24' wide with a sidewalk on the south side. The county will provide and maintain a detour and will construct approaches. The present bridge bears State Bridge Inventory No. 11230. Mr. Robert Sheffler, Clatsop County Engineer, should be consulted regarding the design.

62-a
12/19/61

Approved [illegible] 62

S-3[illegible] Coquille River-Beaver Slough 1962
Sec., FAS 67[illegible] (Grad., Surfacing
#6184 & Struc.)



C+A
2561

RECEIVED
MAR 5 - 1964

FOR FILING

March 5, 1964

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

Contract #6184 awarded to Coos Bay Dredging Co., for grading-surfacing-structures on the Coquille River-Beaver Slough Section of FAS Route 677 in Coos County, was completed December 12, 1963, and accepted by the Highway Commission on March 3, 1964.

Final payment, in the amount of $6,706.00 will be released to the contractor after March 12, 1964. The total contract amount is $224,842.77 including $1,328.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

cc: Coos Bay Dredging Co.,
Box 217
Coos Bay, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Harr

RECEIVED
MAR 4 1964

FOR FILING

A-330 (2)

6184

March 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed December 12, 1963 on Contract No. 6184. The contract was with Coos Bay Dredging Company and was for grading, surfacing, and structures on the Coquille River-Beaver Slough Section of FAS Route 677 in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 3, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 8926 & 8927

WEEK ENDING: January 31, 1964

SECTION: Coquille River-Beaver Slough

SECTION PREFIX: 506-1003

HIGHWAY: FAS Route 677

COUNTY: Coos

NAME OF JOB: Coquille River - Beaver Slough

KIND OF WORK: Grading, Surfacing and Structures

CONTRACTOR: Coos Bay Dredging Co. Inc.

CONTRACT NUMBER: 6184

FEDERAL AID PROJECT NUMBER: S-330 (2)

DATE OF CONTRACT: November 2, 1962

DATE WORK STARTED: December 4, 1962

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 100

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 274,475.59

ENGINEERING AUTHORIZATION: $ 19,518.27

EXCLUSIVE OF ENGINEERING: $ 254,957.32

ENGINEERING COST TO DATE: $ 20,215.82

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 254,957.32

PERCENT OF AUTHORIZATION: 103.6 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.8%

DATE PROJECT WAS COMPLETED: December 12, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	None	None	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.96	0.96			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.96	0.96			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	204,000 CY	5,500 CY			
TOTAL QUANTITIES CORRECTED TO DATE	199,105 CY	4,145 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	199,105 CY	4,145 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			NOTED JOHN R. OAKES
WEDNESDAY			CONSTRUCTION DIVISION
THURSDAY			FEB 3 1964
FRIDAY			DBG
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate submitted to Division Office, January 28, 1964

Final report.

SIGNED Bobby J. Johnson

ADDRESS P. O. Box 374 Coquille, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 1 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

September 27, 1963

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project No. U-330(2)
Revised Federal-Aid Right of Way Plans

Enclosed herewith is one copy of the revised Federal-Aid Right-of-Way Plans Sheets Nos. 4, 5, and 6 for the Mohawk Road-McKenzie Highway Section approved this date.

Attachment

original To Young
with attach.
10-1-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 13 1963

FOR FILING

Monthly transaction number	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-10-63	County Lane
		Project number U-330(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 27, 1962, is hereby modified as follows:

Revised estimated total cost of project	$ 361,200.00
Revised Federal funds	$ 220,000.00

Other revisions

Project Agreement modified to include relocation costs of displaced persons in accordance with PPM 21.4-4, dated November 19, 1962. Authorization to proceed effective May 17, 1963.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10 day of June, 1963.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ By A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. U-330(2)

MOHAWK ROAD-MCKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on estimated cost of lands, damages, relocation costs of displaced persons and other rights of way expenses.)

Salem, Oregon, May 13, 1963

Type Code R.O.W.
Rights of Way (Sta. 298+17 to Sta. 339+20)(Sta. 347+58 to Sta. 375+95)
(Sta. 370+00 to Sta. 375+35)

Rights of Way	All Required	$ 341,026.00
Relocation Costs of Displaced Persons	All Required	3,000.00
	Subtotal	$ 344,026.00
	Acquisition Expense	17,174.00
	Total	$ 361,200.00

Length of Project - - - - - - - - - - - -2.453 miles

Federal Funds -	$ 220,000.00
State Funds -	141,200.00
	$ 361,200.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Note: Relocation costs are based on 1 business.

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[illegible]

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FO [illegible] 8 [illegible]	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Lane
		PROJECT NO. U-330(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Jc. US 126 NW 3.2 Miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	5-23-60	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 358,100.00	$ 218,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Foster

ASSISTANT State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)
By: R. Backlund, Administrative Mgr.

Date executed by Division Engineer July 27, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. U-330 (2)

MOHAWK ROAD-McKENZIE HIGHWAY SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of lands, damages and other rights of way expenses.)

Salem, Oregon, June 27, 1962

Type Code R.O.W.
Rights of Way (Sta. 298+17 to 332+20) (Sta. 367+58 to 375+95) (Sta. 390+20 to 470+10)

Rights of Way	All Required	$341,026.00
	Subtotal	$341,026.00
	Acquisition Expense	17,074.00
	Total	$358,100.00

Length of Project - - - - - - - - - - - 2.453 Miles

Federal Funds -	$218,500.00
State Funds -	139,600.00
	$358,100.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31 Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

[illegible] 6184

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 12-63	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 12-6-62	COUNTY Coos
PROJECT REPORT NO. 4 (2)		PROJECT NO. S-330(2)

6184

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1.4 mi. W. SR 42   4 mi. N. Coquille

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-27-62	0.969
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 268,375.00	$ 169,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

L R Backlund

Date executed by Division Engineer December 6, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. S-330(2)

COQUILLE RIVER-BEAVER SLOUGH SECTION

OF FAS 677 IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 14, 1962

Type Code 2013
Roadway (Sta. 179+45 thru Equa. 229+00=40+44.90 to Sta. 42+17) (Contract No. 6184)

Clearing and Grubbing	All	Required		$ 3,042.60
Drainage Excavation, Unclassified	105	cu. yds.	$ 3.00	315.00
General Excavation, Unclassified	204,000	cu. yds.	0.46	93,840.00
Short Overhaul	700,600	yd. sta.	0.01	7,006.00
Long Overhaul	15,500	C-yd.sta.	0.45	6,975.00
Finishing Roadbed and Slopes	0.88	miles	875.00	770.00
Rounding Cutbanks	3,600	lin. ft.	0.18	648.00
24-inch Asbestos-Protected Corrugated Steel Pipe	200	lin. ft.	8.65	1,730.00
12-inch Concrete Pipe	160	lin. ft.	2.65	424.00
24-inch Concrete Pipe	70	lin. ft.	5.85	409.50
12-inch Steel Drain Pipe	46	lin. ft.	3.60	165.60
Gravel Subbase	5,500	cu. yds.	2.15	11,825.00
Sprinkling	165	M-gals.	3.00	495.00
SS-1 Asphalt in Sprinkling	12,400	gals.	0.23	2,852.00
				$130,497.70
Flagging (57½% of Contractor's Cost)	All	Required		$ 250.00
Signing	All	Required		150.00
Slide Removal	All	Required		15,000.00
				$ 15,400.00
	Subtotal			$145,897.70
	10% Engr. & Cont.			14,589.30
		Total		$160,487.00

Type Code 2080
Beaver Slough Bridge (Br. No. 8927) (Sta. 179+45 to Sta. 181+41) (Contract No. 6184)

Remove Old Bridge	All	Required		$ 1,200.00
Furnish Treated Timber Piling	3,770	lin. ft.	$ 1.40	5,278.00
Drive Timber Piles	68	only	67.00	4,556.00
Class "A" Concrete (45 cu.yds.)	All	Required		5,455.00
3' x 25' - 30' Prestressed Slabs	70	only	320.00	22,400.00
Metal Reinforcement (6,800 lbs.)	All	Required		1,020.00
Treated Timber in Place	9	M-FBM	385.00	3,465.00
Class "B" Asphaltic Concrete	5	tons	18.00	90.00
				$ 43,464.00

Type Code X480
Beaver Creek Bridge (Br. No. 8926) (Sta. 210+32 to Sta. 212+84) (Contract No. 6184)

Furnish Treated Timber Piling	5,370 lin. ft.	$ 1.53	$ 8,216.10
Drive Timber Piles	66 only	73.00	4,818.00
Class "A" Concrete (56 cu.yds.)	All Required		6,757.00
3' x 25' - 30' Prestressed Slabs	90 only	320.00	28,800.00
Metal Reinforcement (8,650 lbs.)	All Required		1,297.50
Treated Timber in Place	12 M-FBM	385.00	4,620.00
Class "B" Asphaltic Concrete	6 tons	18.00	108.00
			$ 54,616.60
	Subtotal		$ 98,080.60
	10% Engr. & Cont.		9,807.40
	Total		$107,888.00

Length of Roadway	0.903 Mile
Length of 2 Structures	0.066 Mile
Total Length	0.969 Mile
Cost of Roadway Per Mile	$177,726.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$160,487.00	$101,100.00	$ 29,693.50	$ 29,693.50
Structures	107,888.00	67,900.00	19,994.00	19,994.00
	$268,375.00	$169,000.00	$ 49,687.50	$ 49,687.50

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
DEC 13 1962
FOR FILING

33 (3)

6184

November 2, 1962

AGENDA
NOV 20 1962
4 R-2

Coos Bay Dredging Company
Box 417
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 accepted your proposal, which was received on October 30, 1962 for grading, surfacing and structures on the Coquille River-Beaver Slough Section of FAS Rte. 677 in Coos County for the sum of $228,578.30 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6184. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COM.

al
cc: Frank Morgan
R. G. Savage (SIAC)
I. D. Merchant
Pac. Bldr. & Engr. Inc., Seattle
Attn: Dorothy McCormack
Lowell Richards, Daily Jour. of Commerce,
83 Columbia St. Seattle 4, Wn.
Daily Jour. of Commerce, Portland, News Room
L. H. Young

RECEIVED
OCT 16 1962
FOR FILING

S-330 (2)

6184

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
September 27, 1962

Agenda Item 4-o

Cooperative Construction Agreement
Coquille River-Beaver Slough Section
S-330(2), FAS 677
Coos County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don N. Harwell
Mapping & Records Engineer

Attached is a conformed copy of a cooperative construction agreement with Coos County covering the Coquille River-Beaver Slough Section of FAS 677 in Coos County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Coos County.

Secretary

rn
Attach: 1

RECEIVED
SEP 17 1962

FOR FILING

C-3-34(2)

6184

September 17, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the next Commission meeting will be the matter of entering into a regular federal-aid secondary agreement with Coos County covering the Coquille River-Beaver Slough Section of FAS Route 677.

This is a normal agreement which provides for the County and State to each provide their shares of the matched monies.

It is recommended that the matter have your favorable consideration and that you authorize the Secretary to sign the agreement.

Very truly yours,

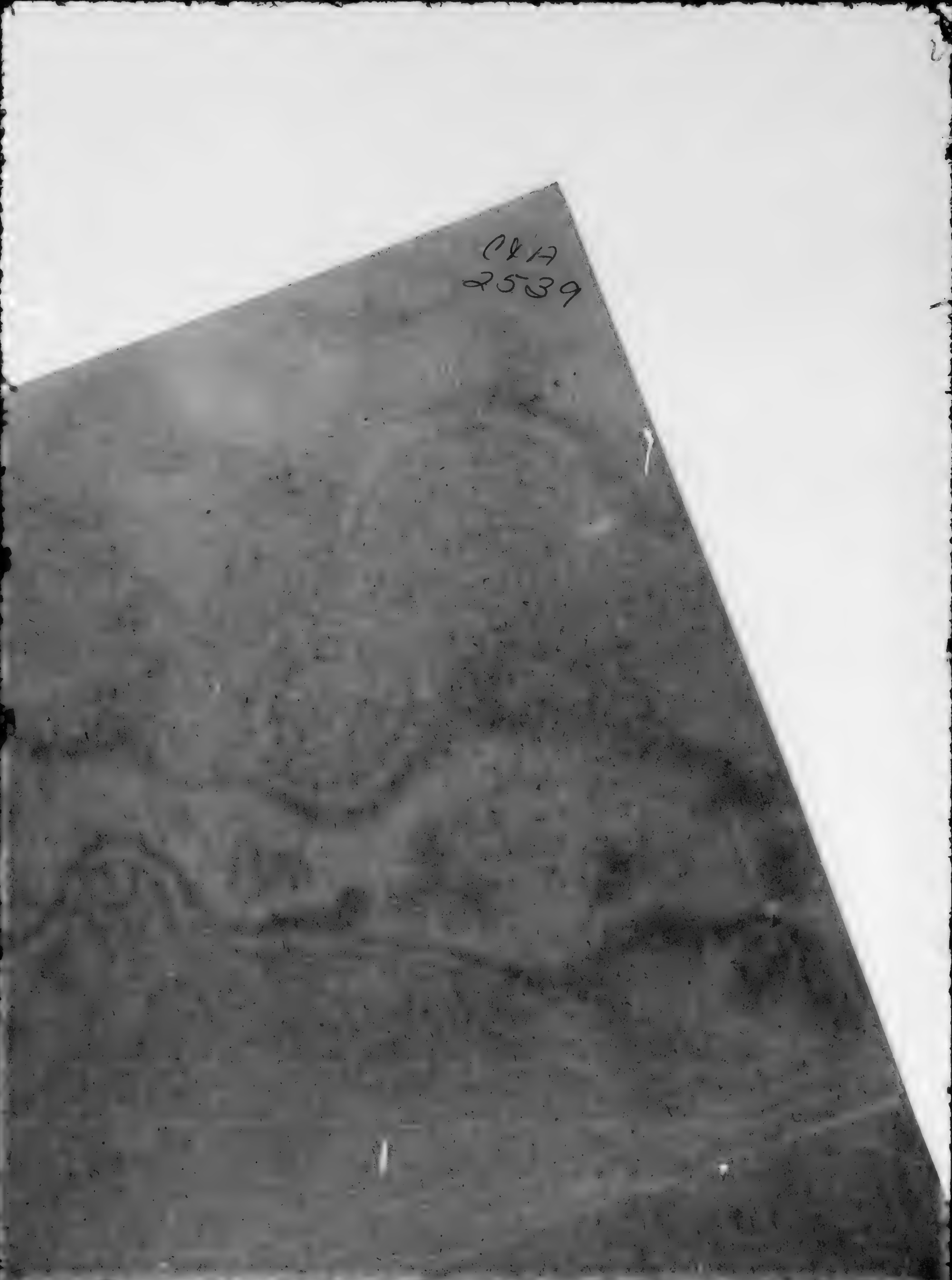
Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
S. H. Cox

RLP:ahw fn

S-[illegible](1) Taylor Bridge over Rock Creek 1962

#6185


C&A
2539

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-22-64	CC [illegible]0		911-1029-097

Contract 6185
Proj S-498(1)

Gilliam County
Courthouse
Condon, Oregon

RECEIVED
JUN 24 1964
ENGINEER
COUNTY & CITY DIV.

INVOICE NUMBER
81930

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Taylor Bridge, FAS 442. Covered by agreement dated September 4, 1962.			
County advance deposit		5,400.00	
Amount previously transferred		4,000.00	
			1,400.00
County share total cost		4,596.79	
Amount previously transferred		4,000.00	
			596.79
To be refunded			803.21

ACKNOWLEDGMENT OF BILLING REQUEST
Cash [illegible] request $
By

A 150 (REVISED 7-60)

RECEIVED
JUN 27 1963

FOR FILING

S 498(1)

6183

June 26, 1963

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

On May 28, 1963, we wrote to you concerning release of final payment on contract #6183, awarded to Larsen Const. Co., for construction of the Sunset Lake Bridge on the Sunset Beach County Road (FAS 640) in Clatsop County.

Final payment on this contract is $5,971.32 and the total contract amount is [illegible]. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Co.,
Knutsen & Son
375 12th
Astoria, Oregon

cc: Larsen Const. Co.,
P. O. Box 128
Astoria, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 2 - 1963
FOR FILING

- 4198 (1)

6185

May 1, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed April 26 on Contract No. 6185. The contract was with the B & M Construction Company and was for work on Tayler Bridge over Rock Creek on the Rock Creek County Road in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 1, 1963, and that you concur in this procedure at the Commission meeting on June 6.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

Hold for Coopers
letter
46

FORM E-30X—30M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1963

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

DEPARTMENT

B & M Construction Company completed work on the Taylor Bridge over Rock Creek on the Rock Creek County Road in Gilliam County, Contract No. 6185, FAP No. S-498(1), on April 26, 1963.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
Bureau of Public Roads

RECEIVED
MAY - 3 1963
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

4-26-63

Gilliam
Jas 442

Project Name Taylor Bridge Contract No. 6185
Highway Rock Creek County Road Prefix No. 511-1029
County Gilliam F. A. No. S-498(1)

Final inspection made on 4-25-63 (date) by H. S. Coulter
in company with L. C. Jensen, L. R. Allen, D. W. Gallaher

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
R. H. FRANCE

NOTED
[illegible]

CHECK LIST

Date		Date	
4-26	Construction signs removed.	*	Opened to traffic.
none	Salem Office notified to rescind construction speed zone.		
4-26	Contractor removed equipment from project.		
4-26	Roadside cleanup completed.		

*County to construct approach fills.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Bridge had fair appearance. Deck a little rough but is to have oil mat placed over. Patches should cure one week before letting traffic use. County Roadmaster so advised. County Judge Burns had looked at bridge earlier and was satisfied with appearance.

All contract work on this project has been completed and recommendation is made for acceptance on 4-26-63 (date). The semi-final estimate will be submitted about 5-5-63 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
City and County ✓
Bridge Engineer

(signed) Assistant Division Engr. (title)

RECEIVED
MAY - 6 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

BRIDGE DIVISION

Name of Job Taylor Bridge over Rock Creek Job No. [illegible]

Highway Rock Co. County Road FAS 112 Contract No. 6105

Contractor D & M Construction Co.

All work specified in above contract has been completed and accepted, and final payment should be made.

Final Inspection was made by L. E. Allen, Scott Coulter, Don Gallaher, and Lowell Jensen (BPR)

on April 25, 1963 .
Date

REMARKS Removal of form materials in progress. A county representative was not present. However, the County Judge, who has inspected the bridge on several occasions, has stated that he is well satisfied. There has been some previous discussions that this bridge had too much super which could be a problem to slow moving hay wagons. The present plan is to thicken the black top at the lower gutter so that very little curb reveal remains. This would serve to partially level up one lane to relieve this situation.

The County has placed dike rock fills and repaired the extensive damage to the south bank caused by erosion from high water and ice. This ice and high water also caused extensive damage to the contractor's beam and deck forms. The falsework was washed out just as they were ready to pour beams. The fill has been extended out from the north bank to bent 1 and additional large riprap will be placed over the dike rock to largely eliminate the pocket formed by the bank of the creek

(over)

cc: Don Gallaher
A. F. Ferguson
Bureau of Public Roads
County/City Engineer ✓
H. G. Ricketts

Allen
Signed

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
December 21, 1962

FAS 442, Gilliam County

Mr. Ivan Merchant
Building

NOTED
Harold C. Ayers

Attached is a letter from Judge Burns of Gilliam County requesting additional work on the Rock Creek (Taylor) Bridge, this work to become a part of the present contract.

Taylor Bridge has been programmed for $42,000. The contract is in the amount of $27,000. This office would therefore suggest that the Resident Engineer on this project work out an agreeable construction program with the contractor, county, and state.

H. S. Cox
County and City Relations Engineer

HSC:mm
Att.

cc: Hon. James D. Burns

RECEIVED
MAY - 6 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

BRIDGE DIVISION

Name of Job Taylor Bridge over Rock Creek Job No. [illegible]

Highway Rock Cr. County Road FAS 112 Contract No. [illegible]

Contractor D & M Construction Co.

All work specified in above contract has been completed and accepted, and final payment should be made.

Final Inspection was made by L. R. Allen, Scott Coulter, Don Gallaher, and Lowell Jensen (BPR)

on April 25, 1963 .
Date

REMARKS Removal of form materials in progress. A county representative was not present. However, the County Judge, who has inspected the bridge on several occasions, has stated that he is well satisfied. There has been some previous discussions that this bridge had too much super which could be a problem to slow moving hay wagons. The present plan is to thicken the black top at the lower gutter so that very little curb reveal remains. This would serve to partially level up one lane to relieve this situation.

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(over)

cc: Don Gallaher
A. F. [illegible]
Bureau of Public Roads
County/City Engineer ✓
[illegible] G. Rickette

L. R. Allen
Signed

immediately upstream and bent 1 columns. This is in lieu of the County's request for a concrete retaining wall extending on an angle from bent 1 columns back to the bank. Their request that the bent one columns be jointed by a web wall was carried out.

NOTED
H. S. COX

Salem, Oregon
December 21, 1962

NOTED
DON HARWELL

FAS 442, Gilliam County

Mr. Ivan Merchant
Building

NOTED
Harold C. Ayers

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H. S. Cox
County and City Relations Engineer

HSC:mm
Att.

cc: Hon. James D. Burns

COUNTY COURT
JAS. D. BURNS--CO. JUDGE
LEO BARNETT--CO. COMMR.
VAN RIETMANN--CO. COMMR.

COUNTY OFFICERS
ANN M. CURRIE--ASSESSOR
EDWIN P. MORGAN--CLERK
VOLNEY THOMAS--SHERIFF
MARGARET GRABENHORST--TREAS.

GILLIAM COUNTY
CONDON, OREGON

OFFICE OF THE
COUNTY CLERK

FAS 942 [illegible]

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
H. S. COX

December 18, 1962

NOTED
R. H. PRANGE

Oregon State Highway Department
City and County Relations
Attn: Mr. Cox
Salem, Oregon

Re: Taylor Bridge,
Rock Creek,
Gilliam County

Dear Sir:

It is the feeling of the County Court that in addition to the prvisions of contract agreement on the Taylor Bridge between the State of Oregon and Gilliam County, certain other work shuld be performed at this time in order to realize the best results.

It is felt that the North side of the Rock Creek Bridge(Taylor Bridge) be webbed and that a 15-foot wall be run back into the bank on the upstream side.

It is my understanding that both the contractor on the job and the State of Oregon, Highway Department, are agreeable to performing this additional work and that FAS funds are available to apply to the additional work.

Your consideration of this matter is greatly appreciated.

Copy to Merchant 10-21-62

Sincerely yours,

Jas. D. Burns

Jas. D. Burns,
County Judge

RECEIVED
DEC 21 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED

FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 12-87	FOR R-2 (REV. 5-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-18-62	COUNTY Gilliam PROJECT NO. S-498(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Rock Creek 4 mi. S.E. of Olex

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-27-62	0.015
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,411.00	$ 16,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Ass't State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L R Backlund

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer December 18, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid Secondary
Project No. S-498(1)

TAYLOR BRIDGE OVER ROCK CREEK ON ROCK CREEK ROAD (FAS-442) IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 26, 1962

Type Code X021
Taylor Bridge (Br. 11007A) (Sta. 3+10 to Sta. 3+90) (Contract No. 6185)

Shoring, Cribbing, Etc.	All Required		$ 1,800.00
Structural Excavation	220 cu.yds.	$ 7.00	1,540.00
Structural Excavation Below Elevation Shown	30 cu. yds.	20.00	600.00
Class "A" Concrete (153 cu.yds.)	All Required		13,770.00
Metal Reinforcement (45,600 lbs.)	All Required		6,300.00
	Subtotal		$24,010.00
	10% Engr. & Cont.		2,401.00
	Total		$26,411.00

Length of Structure . . . . 0.015 Miles

Federal Funds	$16,600.00
State Funds	4,905.50
County Funds	4,905.50
	$26,411.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
NOV 2 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

S-498 (1)

6185

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Taylor Bridge over Rock Creek
Contract No. 6185
FAP No. S-498(1)

Gentlemen:

B & N Construction Company began work on the Taylor Bridge over Rock Creek on the Rock Creek County Road in Gilliam County, Contract No. 6185, FAP No. S-498(1), on November 26, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query ✓
D. B. Parkes
J. W. Nash
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

November 26, 1962

NOTED

NOTED
DON HARWELL

NOTED
V. R. JONES

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Gentlemen:

This is to acknowledge receipt of your advance deposit of $5,400 on the Taylor Bridge Section, FAS 442. Contract No. 6185 covering this project has been awarded to B.&M. Construction Company.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

[illegible]

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-8-62	cc-793		511-1029-297

INVOICE NUMBER

76907

Gilliam County
Courthouse
Condon, Oregon
Attn. County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$ 5,400.00
Partial transfer county advance deposit for the Taylor Bridge, FAS 442.			
Covered by Agreement dated September 4, 1962.			4,000.00
To be retained			$1,400.00

RECEIVED
NOV 9 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $______________

By ______________________________

A 150 (REVISED 7-60)

NOTED
V. R JONES

NOTED
DON HARWELL

October 30, 1962

NOTED
Harold C. A

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
H. S. COX

NOTED
R. H. PRANGE

Gentlemen:

On October 30, a satisfactory bid was received from the B&M Construction Company of Portland for construction of the Taylor Bridge Section of FAS 442. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$24,010.00
Engineering & Contingencies	3,001.25
Estimated Total Cost.......	$27,011.25

County Advance Deposit
20% of $27,011.25 = $5,402.25 -- or say $5,400.00

Please make this deposit by means of a check or warrant in the amount of $5,400 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Six bids were received on this project ranging from $24,010 to $39,777.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

VRJ:mm

RECEIVED
DEC 13 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F[illegible]-11

AGENDA
NOV 20 1962
4R-3

November 7, 1962

B & M Construction, Inc.
10352 S. W. Lancaster Road
Portland 19, Oregon

Yellow

Gentlemen:

The State Highway Commission on November 1, 1962, accepted your proposal for construction of Taylor Bridge over Rock Creek in Gilliam County for the sum of $24,010.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6185. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

RECEIVED
[illegible] 1962

FOR FILING

S-498(1)

6185

MISC. CONTRACTS and
AGREEMENTS No. 7

Salem, Oregon
September 4, 1962

Cooperative Construction Agreement
Taylor Bridge Section
S-498(1), FAS 442
Gilliam County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don Harwell
Mapping-Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Gilliam County covering the Taylor Bridge Section of FAS 442 in Gilliam County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Gilliam County.

Secretary

rn
Attach: 1

FORM 8-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 30, 1962

SUBJECT: FAS 442, Gilliam County
Rock Creek Bridge Section

NOTED
DON HARWELL

To:
Mr. H. S. Cox
County & City Relations Engineer
Salem

NOTED
R. H. PRANGE

We are in receipt of certification regarding right of way on the subject section along with a copy of Bargain and Sale deed to Gilliam County for right of way on this section.

R/W File
34799

We are unable to determine from the documents whether these are copies sent from your office or whether they are copies of documents received by your office and sent to us for our files. In any case, one of each of the two copies of the documents received is attached for your files. If you need additional copies, we can make them from the copy retained.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if
Attachments - 2

To R/W Section

RECEIVED
SEP 4 1962
ENGINEER
COUNTY & CITY RELATIONS

[illegible] 62

NOTED
V. R. JONES

NOTED
DON HARWELL

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. ____________

Highway No. FAS 442

Name of Project Rock Creek Bridge Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Condon, Oregon, this 22nd day of August, 1962.

Gilliam County Court

Jas. D. Burns
Judge

Les Barnett
Commissioner

Van Rietmann
Commissioner

3 Copies to Saling
Also Deed
8-27-62
VJ

MEMO TO J. W. NASH Date: 8/7/62

FAS 442, GILLIAM COUNTY

TERMINI: Bridge over Rock Creek 4 miles southeast of Olex.

NOT
Harol

N D GRAHAM

NOTED
ONES

NOTED
H. S. COX

NOTED
DON HARWELL

PROPOSED WORK: Construct one 80' concrete bridge.

PROJECT LENGTH: 0.015 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$30,000	$18,000	$6,000	$6,000	(County)

EXISTING FACILITIES: Timber Pony Truss bridge 50' long and 16' wide. Narrow bridge on poor alignment. Understrength structure with a false bent added. Trusses are out of line.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:

[redacted]/EAST END: 20' gravel surfacing with 4' shoulders to be constructed by Gilliam County.

[redacted]/WEST END: 20' gravel surfacing, 4' shoulders to be constructed by Gilliam County.

PROJECT DATA: Construct a reinforced concrete bridge 80' long and 24' wide on new alignment. County forces will construct connections and approaches and place riprap.

RIGHT OF WAY: 50' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: [redacted] No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Road serves cattle and wheat ranching area and irrigated land in the valley floor. Farm to market route, also school bus and mail route.

VRJ:mm

FORM E-90 20M 5-62 43906

NOTED
C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1962

SUBJECT: File No. 34799-Patching
Taylor Bridge Section
Rock Creek County Road

To: Mr. H. S. Cox
County & City Relations Engr.
Highway Building

In accordance with the request of Gilliam County, we have placed on the County's deed form a description covering property to be acquired for the right of way of the Taylor Bridge Section of Rock Creek County Road.

Option forms will not be prepared as the County wishes to negotiate with the deed form. The deed copy on our file indicates that C. Robert and Caroline Patching are owners of the subject property.

Earl F Saling
EARL F. SALING
Right of Way Office Manager

To Gilliam Co
8-3-62
V.J.

RK:jm
encl. County deed form
4 Prints

cc: A. F. Parson-1 Print

K. A. Chatwood

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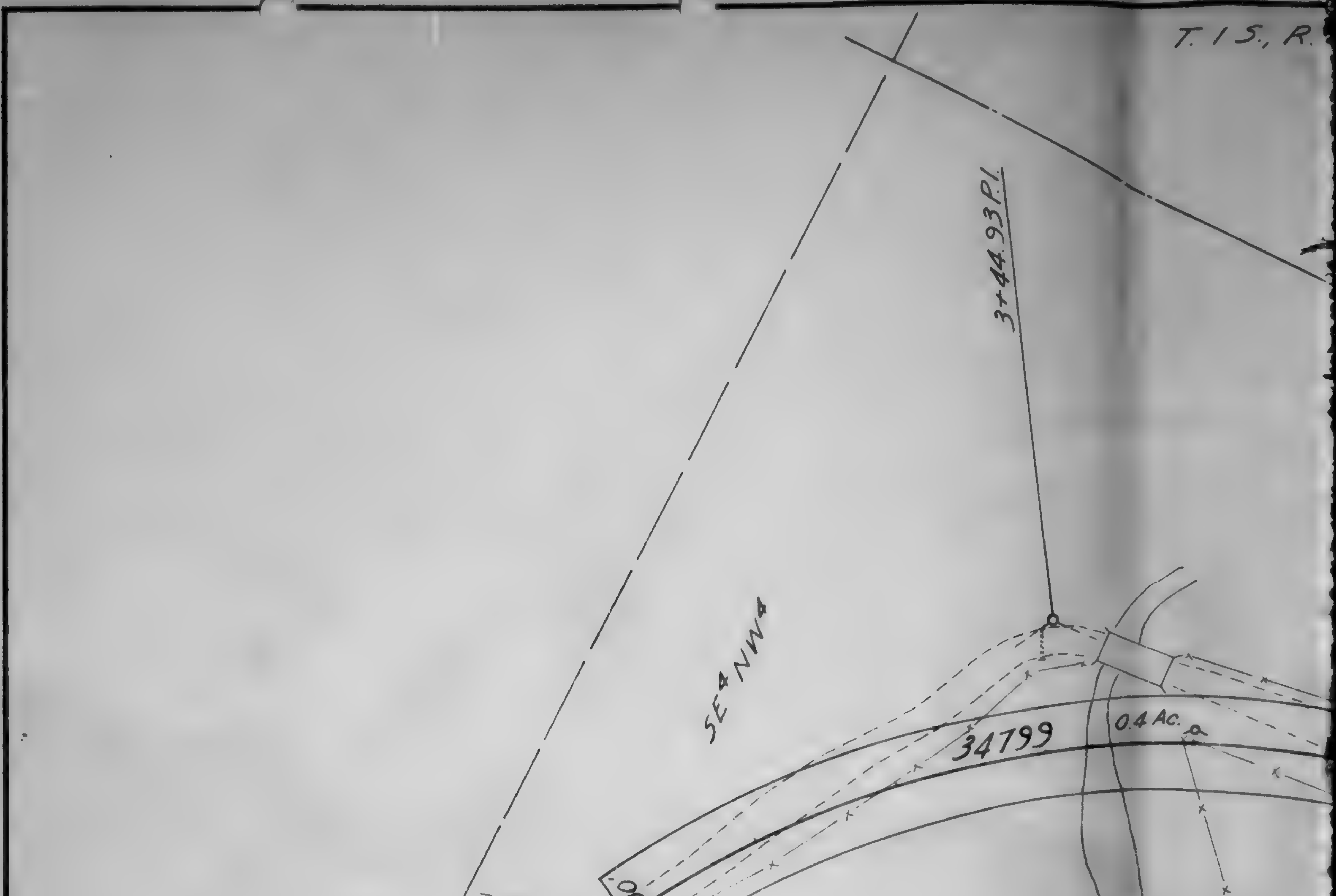
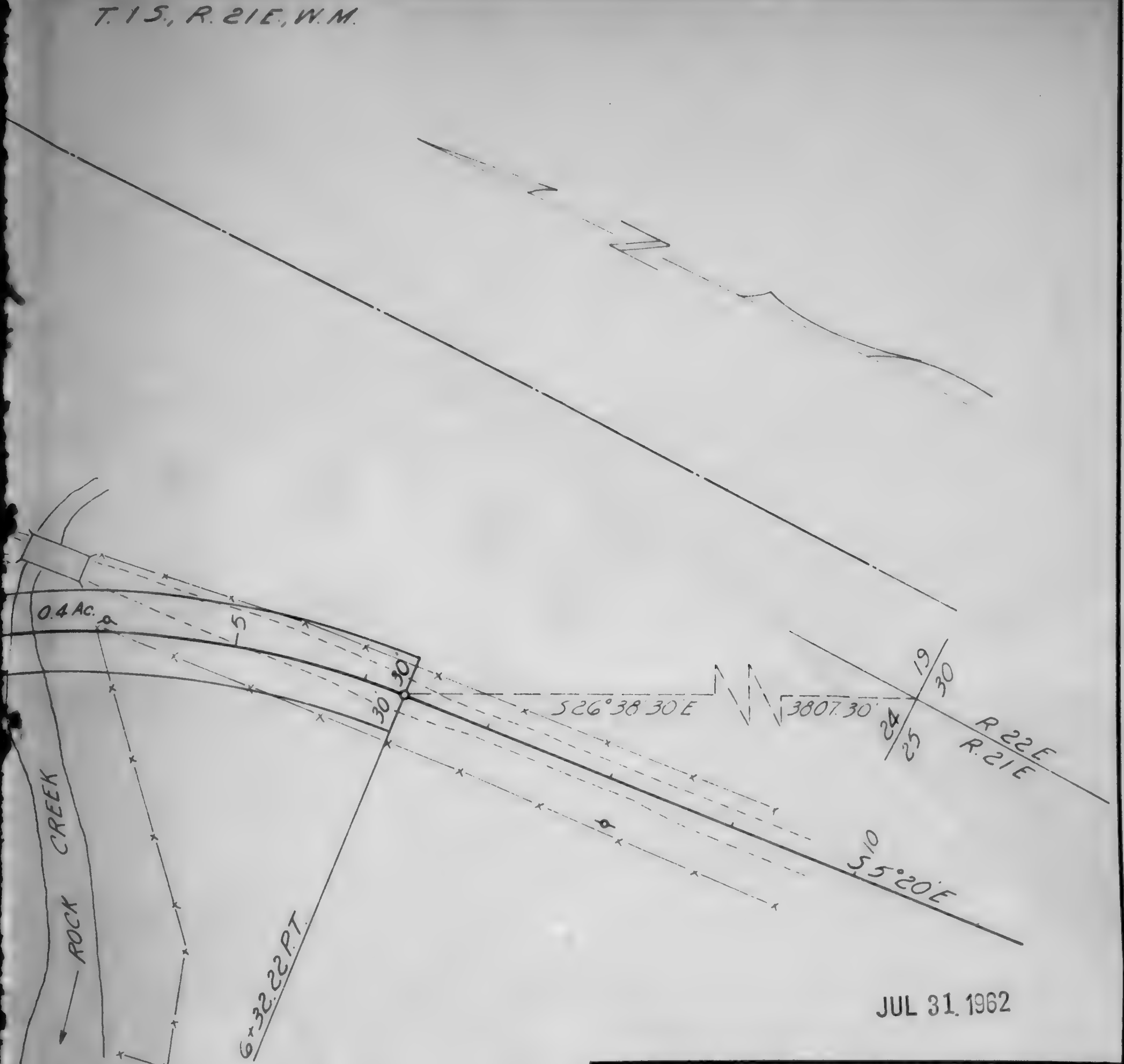
AUG 3 1962
ENGINEER
COUNTY & CITY RELATIONS


T. 1 S., R.
3+44.93 P.I.
SE¼ NW¼
34799
0.4 Ac.
30
30
S62°14'E
No.
0+00.00 P.C.
Well
ROCK CREEK
9°C.R.
Δ=56°54'
T=344.93
C
To Olex 3 Mi

1R-5-1598

T. 1 S., R. 21 E., W. M.



JUL 31 1962

9° C.R.
Δ = 56°54'
T = 344.93

C. Robert Patching
39-212
40-180

OREGON STATE HIGHWAY DEPARTMENT	
From	C. R. Patching
For	RW
Highway	Rock Cr. Co. Rd.
County	Gilliam
Scale 1" = 100'	**Date** July, 1962

LOCATION PROSPECTUS
TAYLOR BRIDGE SECTION
ROCK CREEK ROAD, FAS 442
GILLIAM COUNTY

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
H. S. COX

10-2-61

The following prospectus is submitted on the above-mentioned section of Rock Creek Road (FAS 442), which is a county road on the Federal Aid Secondary System. The bridge site is located approximately 3.0 miles southeast of Olex in Section 24, T1S, R21E, of the Willamette Meridian. Total length is approximately 0.05 mile.

NOTED
R. H. PRANGE

This will be a location survey to prepare plans, specifications, and estimates for construction of a bridge on new alignment to replace an obsolete timber pony truss. There are no towns affected by this project.

The proposed structure, with a horizontal clearance of 24 feet, will be built on new alignment. The County will construct the bridge approaches. The old bridge will remain in place for use as a detour during construction.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The existing 1960 ADT is 20 and the projected 1980 ADT is 35. The condition of the existing structure and its alignment warrants a new bridge. The recommended typical section for approaches is two 10-foot travel lanes with 2-foot shoulders.

This will be a two-lane county road with no control of access. There are no railroad crossings involved.

The tentative base design for construction is:

Wearing Surface	1¼" 0-11 Oil Mat
Top Course, Base	2 "
Bottom Course, Base	9 "
Total Depth	12¼"

(Base design subject to change upon completion of soils investigation.)

NOTED
Harold C. Ayers

NOTED
DON HARWELL

LOCATION PROSPECTUS
TAYLOR BRIDGE SECTION

Materials are available from local or County sources.

Agreements will be required with Gilliam County.

There are no State parks or roadside rest areas affected by this project.

October 2, 1961

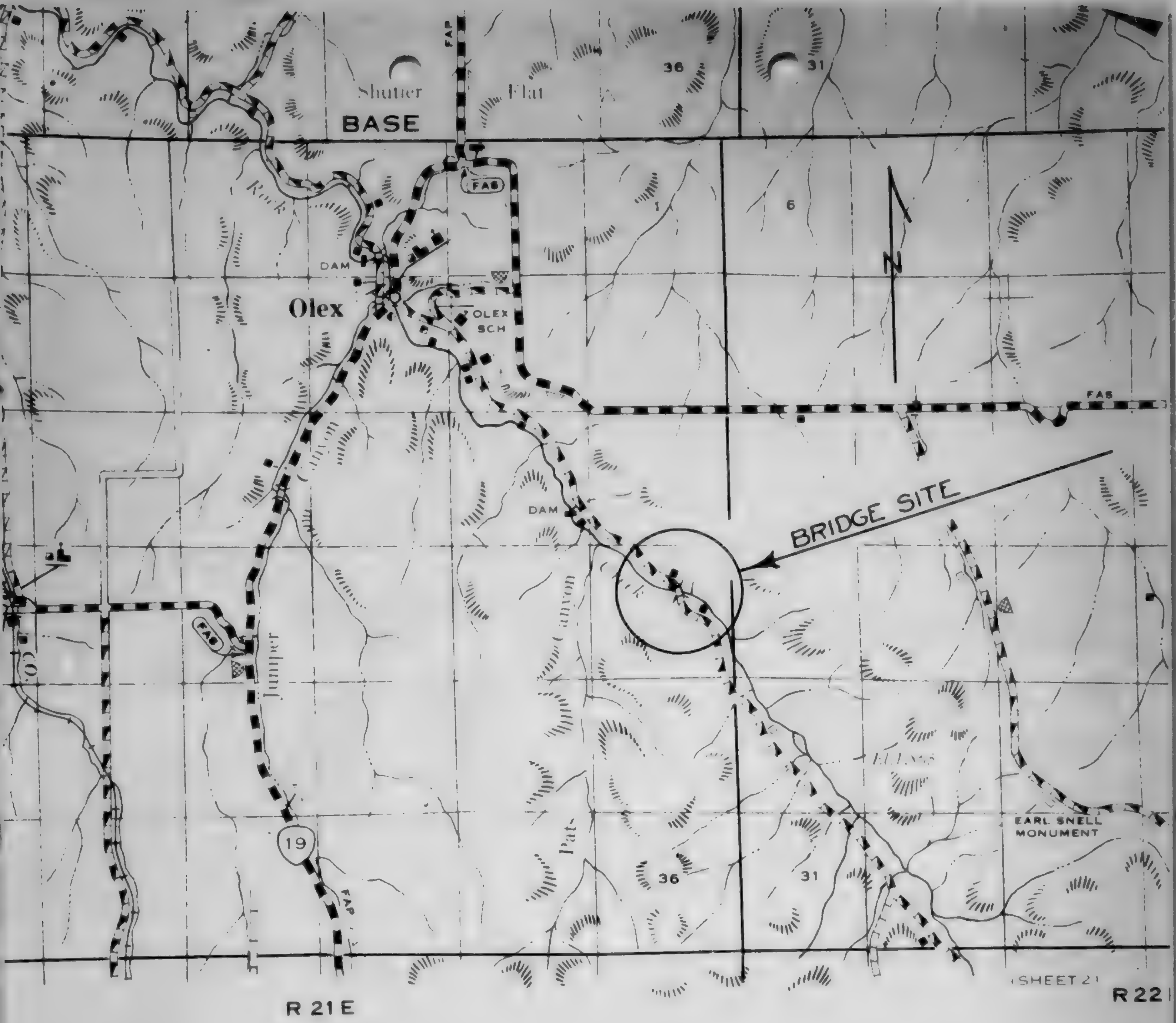
NOTED
R. H. PRANGE

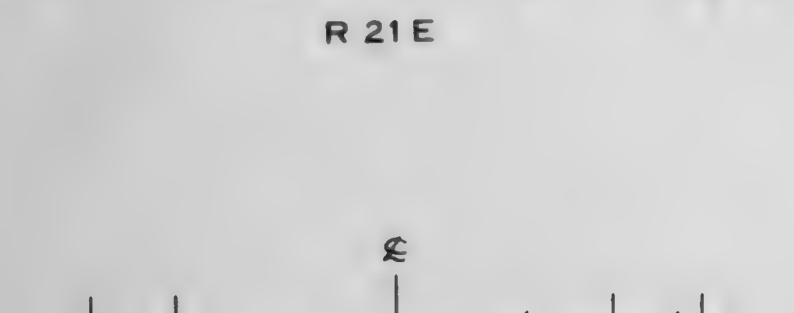
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox ✓
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (2)

RECEIVED
OCT 4 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM





TYPICAL SECTION

PROSPECTUS MAP
TAYLOR BRIDGE
ROCK CREEK RD. FAS 442

GILLIAM COUNTY

Scale 1" = 1 Mi. 1961

9-22-61

GILLIAM COUNTY
PROPOSED PROJECT (Fiscal Year 1963 Funds)

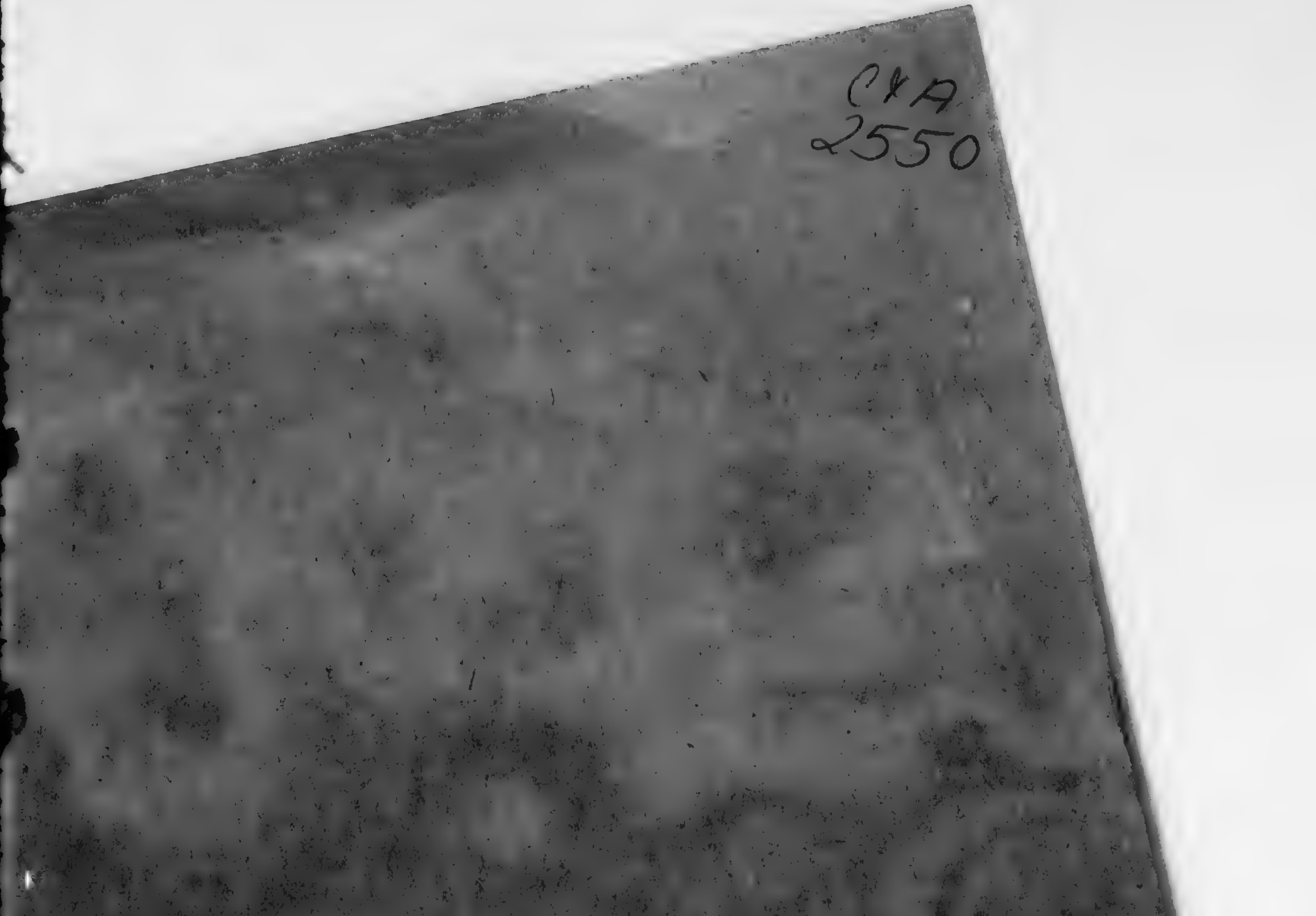
FAS 442: Rock Creek Road, Rock Creek Bridge, $25,000.

The proposed project is to construct a bridge on new alignment to replace an obsolete timber pony truss. The bridge will be 24' in width and the County will construct road connections. The old bridge will remain in place for use as a detour during construction. This bridge is situated three miles east of Olex.

Approved 10/30/61

61-f
9/22/61

S-432(3) Jackson Cr.-Cape Lookout Sec., 1962
Netarts-Sand Lake Co. Rd.
#4186 (Grading)



C+A
2550

STATE COPY

Monthly transaction number 1-8-7	PR-2A U.S. DEPARTMENT OF COMMERCE 57) BUREAU OF PUBLIC ROADS	ate Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County Tillamook
Project report number 11	12-29-	Project number S-432(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 18, 1962, is hereby modified as follows:

Revised estimated total cost of project $ 187,252.00

Revised Federal funds $ 118,652.92

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

STATE COPY

RECEIVED
NOV 1 - 1965
FOR FILING

Monthly transaction number
10-92

Project report number
S- 74[illegible]
6186

PR-2A (57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
10-29-65

State: **Oregon**
County: **Tillamook**
Project number: **S-432(3)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 18**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **184,033.00**
Revised Federal funds	$ **116,610.52**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20th** day of **October**, 19**65**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **A. W. Parsons**
(Division Engineer)

By L.R. Backlund
L. R. Backlund, Administrative Mgr.

RECEIVED
DEC 20 1962
FOR FILING

Contract 6186

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 12-88	FC R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE **Oregon**
PROJECT REPORT NO. S-432(4) 6186	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Tillamook**
		PROJECT NO. **S-432(3)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 6 mi. S. Netarts S. 1.4 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-62	1.378
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 159,420.00	$ 100,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE
By	BUREAU OF PUBLIC ROADS
Ass't State Highway Engineer (Title)	
By	XXX A. W. Parsons (Division Engineer) L R Backlund By: L. R. Backlund Administrative Manager
(Title)	Date executed by Division Engineer December 18, 1962
By	
(Title)	

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 48447-P61

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-432(3)

JACKSON CREEK-CAPE LOOKOUT SECTION OF THE NETARTS-SAND LAKE ROAD IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 26, 1962

Type Code 0010
Roadway (Sta. 54+73 to Sta. 127+50)(Contract 6186)

Clearing and Grubbing	All	Req.		$ 9,000.00
Felling Danger Trees	50	sq.ft.	$ 10.00	500.00
Drainage Excavation, Unclassified	900	cu.yd.	3.00	2,700.00
General Excavation, Unclassified	164,900	cu.yd.	0.58	95,642.00
Short Overhaul	525,400	yd.sta.	0.015	7,881.00
Long Overhaul	9,100	C-yd.sta.	0.50	4,550.00
Finishing Roadbed and Slopes	1.38	mile	800.00	1,104.00
18-inch Corrugated Steel Pipe	145	lin.ft.	4.50	652.50
24-inch Corrugated Steel Pipe	360	lin.ft.	6.50	2,340.00
30-inch Corrugated Steel Pipe, 12 Gage	340	lin.ft.	9.00	3,060.00
54-inch Corrugated Steel Pipe, 8 Gage	330	lin.ft.	31.00	10,230.00
18-inch Half-Circle Corrugated Steel Pipe	30	lin.ft.	3.75	112.50
30-inch Half-Circle Corrugated Steel Pipe	120	lin.ft.	5.00	600.00
12-inch Concrete Pipe	34	lin.ft.	2.50	85.00
18-inch Concrete Pipe	520	lin.ft.	5.00	2,600.00
6-inch Perforated Steel Drain Pipe	160	lin.ft.	1.60	256.00
Special Backfill in Drains	25	cu.yd.	6.00	150.00
2-1/2 inch Plastic Water Pipe	2,100	lin.ft.	1.65	3,465.00
	Subtotal			$144,928.00
	10% Engr. & Cont.			14,492.00
			Total	$159,420.00

Length of Roadway - - - - - 1.378 Miles
Cost of Roadway Per Mile- - $115,689.40

Federal Funds -	$100,400.00
State Funds -	29,510.00
County Funds- -	29,510.00
	$159,420.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

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MAR 29 1966

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S-452 (3)

6181

March 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. ER-161(1)

Dear Sir:

This is to advise you that all work authorized under FAP No. ER-161(1), has been completed. The type and location of the work are as follows:

Permanent Repairs

Price Agreement #4)		Jackson Cr.-
Extra Work Order #5)	Contr. 6186 FAS 617 (Tillamook Co.)	Cape Lookout
Extra Work Order #6)		Section
County Force Order #2	FAS 615 (Tillamook Co.)	MP 0.32 - MP 10.32
County Force Order #3	FAS 912 (Tillamook Co.)	MP 0.40 - MP 12.21

Temporary Repairs

County Forces	FAS 551 (Tillamook Co.)	MP 0.25 - MP 1.05
	615 (Tillamook Co.)	MP 0.32 - MP 10.32
	616 (Tillamook Co.)	MP 0.00 - MP 8.60
	617 (Tillamook Co.)	MP 0.00 - MP 7.50
	619 (Tillamook Co.)	MP 0.50 - MP 1.50
	912 (Tillamook Co.)	MP 0.40 - MP 12.21

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:ed
cc: C. H. Maison
E. S. Hunter
F. D Morgan
I. D. Merchant
R. N. Chase
H. S. Cox

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DEC 3 - 1965

FOR FILING
5-433(3)

6186

December 2, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $3,853.64 will be made to Grimstad and Vanderveldt, Inc., on Contract No. 6186 for grading the Jackson Creek-Cape Lookout Section of the Netarts-Sand Lake Road in Tillamook County, as soon as the warrant is prepared.

The total amount paid on this contract will be $178,426.48 including the post-final payment. Of the total $15,359.06 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc Grimstad & Vanderveldt, Inc.
Route 1, Box 642
Astoria, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
SEP 20 1965

FOR FILING

s-432 (3)

6186

August 23, 1965

Grimstad and Vanderveldt, Inc.
Route 1, Box 642
Astoria, Oregon

3g

Gentlemen:

The State Highway Commission at its meeting on August 23, 1965, considered your request for an increase in the number of workdays from 100 to 120 to complete Contract No. 6186 for grading the Jackson Creek-Cape Lookout Section of the Netarts-Sand Lake Road in Tillamook County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 12 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. D. Asburyy
Curt Baker
F. D. Morgan
L. H. Young
C. H. Malson

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1965

SUBJECT: Extension of Time
Jackson Creek-Cape Lookout Section
Netarts-Sand Lake F.A.S.
Contract No. 6186

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Grimstad and Vanderveldt, Inc. on the subject contract for an increase of 20 workdays (from 100 to 120) without the assessment of liquidated damages.

The contractor's request was made before the project was completed and was based on two reasons: conditions resulting from inclement weather allegedly reducing productivity possible, and extra work to repair last winter's flood damage.

The specifications on this project set forth the workday count procedure and defined workdays, with 100 allowed. The first reason above is not valid and repeated protests from the contractor of workdays charged weekly were rejected.

The second reason is sound and amounts to an increase in quantities for which additional time can be granted in accordance with the specifications.

This project was completed on June 29, 1965 at which time 12 penalty workdays had been charged, amounting to $1,500.00 in liquidated damages based on the penalty rate of $125.00 per day. Actually, on 11 of the workdays charged this year after resumption of the workday count March 1, a majority of the work being performed was on extra work orders or price agreement restoring the unfinished Cape Creek fill and drainage facilities damaged in the severe January run-off. In addition, there were two workdays charged in September, 1963, when work done was on force account repair of a fill slide.

Because of these changes we recommend that 12 additional workdays be allowed. This will eliminate all liquidated damages.

NOTED
F B KLABOE

Approved FB Klaboe
Asst. State Hwy. Engr.

This is a secondary project and specific Bureau of Public Roads approval is not required; however, it has been discussed with the Area Engineer, who agrees with the validity of the extension.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

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AUG 1 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1965
FOR FILING

S-432 (3)

6111

August 17, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 7
August 23, 1965 Meeting

Gentlemen:

Grimsted and Vandervoldt, Inc., contractors on the Jackson Creek-Cape Lookout Section of the Netarts-Sand Lake County Road, Contract No. 6186, in Tillamook County, request that the number of workdays on this project be increased from 100 to 120.

Slide repairs and erosion damage to fills, with the restoration of drainage facilities, which were largely caused by the December and January storms of last winter are the reasons for this request.

The contract was completed June 29, 1965, at which time 112 workdays were charged. I recommend that the contract time be extended by 12 days.

The matter will be on the agenda for the August 23 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

RLP:ms bg

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 18 May, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 120 days, within which to complete our Contract No. 6186, without the assessment of liquidated damages. The said contract is described as follows: Grading, Netarts-Sand Lake Road, Jackson Creek-Cape Lookout Section, Tillamook County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

delineated in attached correspondence of this date.

Respectfully submitted,

Grimstad and Vanderveldt, Inc.
Contractor

By T. Vanderveldt
T. Vanderveldt, President

CONSENT OF SURETY

Date 18 May, 1965

We, United Pacific Insurance Company of Tacoma, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
E. G. Fearey, Jr.
Ed Fearey & Company
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6186 Contractor Grimstad & Vanderveldt, Inc.

Highway Netarts-Sand Lake Road

Section Jackson Creek-Cape Lookout

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

It is recommended that the request be granted in the amount of 12 days as like amount of days were used by the contractor on additional work over and above the normal contract work, yet these days were charged as workdays.

Recommended for Approval:

R. D. As[illegible]
Division Engineer

for
Construction Engineer or Bridge Engineer

W B Klaboe
asst
State Highway Engineer

State Printing 27029

Contract No. 6186

Project designation State S-432(3)
State-Federal

Date awarded November 13, 1962

Work started December 12, 1962

Per cent completed 100% June 29, 1965
Date

No. of Workdays Allowed 100

No. of Workdays Used 112

No. of Added Workdays Requested 12

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Jackson Cr. - Cape Lookout		WEEK ENDING July 31, 1965
		SECTION PREFIX 529-1077
HIGHWAY Netarts - Sand Lake Rd.		COUNTY Tillamook
NAME OF JOB Jackson Creek - Cape Lookout	KIND OF WORK Grading	
CONTRACTOR Grimstad & Vanderveldt, Inc.	CONTRACT NUMBER 6188	FEDERAL AID ~~PROJECT NUMBER~~ S-432(3)
DATE OF CONTRACT 11/13/62	DATE WORK STARTED 12/12/62	COMPLETION DATE June 29, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS 100	WORK DAYS USED 112
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION Incl. add. auth. $ 163,044 184,702	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 112
EXCLUSIVE OF ENGINEERING: $ 171,702	ENGINEERING AUTHORIZATION Incl. add. auth. $ 13,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 176,606	ENGINEERING COST TO DATE $ 15,267	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 2.9 %	PERCENT OF AUTHORIZATION 117 %	DATE PROJECT WAS COMPLETED June 29, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	-	-	-		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.38				
MILES PARTIALLY COMPLETED	1.38				
MILES COMPLETED	1.38				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	164,900				
TOTAL QUANTITIES CORRECTED TO DATE	180,184				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"				
AVERAGE DAILY QUANTITIES	-				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Foggy			
TUESDAY	Fair			
WEDNESDAY	"			
THURSDAY	Foggy to clearing			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 7/26	Contractor completed projecton June 29, 1965. Office work on Semi-Final .
TUESDAY 7/27	Same
WEDNESDAY 7/28	Same
THURSDAY 7/29	Same
FRIDAY 7/30	Completed Semi-Final.
SATURDAY	

REMARKS

Completed semi-final estimate and mailed it July 30, 1965. We still have not received EWO bills for labor and equipment rental on five separate work orders, so accurate estimates were made, and included with the final figures. The contractor was reminded of these bills on several occasions.

THIS IS THE FINAL REPORT

SIGNED Curtis H Baker LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

A

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JUL 16 1965
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A-432(3)

6186

July 15, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 29, 1965, on Contract No. 6186. The contract was with Grinstad and Vandervelde, Inc. and was for grading on the Jackson Creek-Cape Lookout Section of the Netarts-Sandlake Road Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 15, 1965, and that you concur in this procedure at the Commission meeting on August 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

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JUN 9 - 1965
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Salem, Oregon
June 8, 1965

Increase in Project Authorization

Curtis Baker
Resident Highway Engineer
P. O. Box 169
Tillamook, Oregon 97141

This is to advise you that at its meeting of June 1, 1965 the Highway Commission approved an increase of $21,658.00 in project authorization on Contract No. 6186, Jackson Creek - Cape Lookout Section of the Netarts - Sand Lake Road Highway in Tillamook County.

The new authorization for construction is $184,702.00. This amount should be used in all future reports for this project.

L. M. Young
Office Engineer

cc: R. D. Asburry

VG:kc

RECEIVED
MAY 17 1965
FOR FILING

6186

32-1

May 14, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6186, the Jackson Creek-Cape Lookout grading project in Tillamook County, is anticipated. Grimstad and Vandervelt, Inc. of Astoria is the contractor.

The original project authorization was $163,044.00. The present anticipated cost is $184,702.43, indicating an overrun of $21,658.43 or 13.28 per cent.

The major reasons for this overrun are due to permanent flood restoration work required as a result of damage incurred during the January 1965 flood and an overrun in perforated drain pipe and special backfill material caused by the presence of numerous sources of ground water throughout the project. A portion of the flood restoration work may be eligible for E. R. fund money and Federal participation will be requested.

This request for an additional authorization will be presented to you at the June 1 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

DES:fp:bjm bg

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1965

SUBJECT: Overrun of Project Authorization
Jackson Creek-Cape Lookout Section
Netarts-Sand Lake Road
Contract No. 6186

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

NOTED
F. B. KLABOE

Attached is a "Report on Expected Overrun of Project Authorization" on the subject contract. This project for grading is under contract to Grimstad and Vanderveldt, Inc., of Astoria.

The original project authorization is $163,044.00. The present anticipated cost is $184,702.43, indicating an overrun of $21,658.43 or 13.28 per cent.

The major reasons for this overrun are due to permanent flood restoration work required as a result of the January, 1965 storm and additional drainage required due to unexpected ground water. The Flood restoration work will amount to over $10,700 and may be eligible, at least in part, for E.R. Fund money. A request for Federal participation will be made to the Bureau of Public Roads. The additional drainage which was required due to numerous sources of ground water throughout the project increased the contract bid items for Perforated Drain Pipe and Special Backfill totaling over $7,700.

It is recommended that the project authorization be increased by $21,658.43 from $163,044.00 to $184,702.43.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp:bjm
Attach.

cc: L. H. Young

RECEIVED
MAY 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

2

RECEIVED
APR 23 1965

6111

April 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 4, covering excavation required to reconstruct fills on the Jackson Creek-Cape Lookout Section of the Netarts-Sandlake County Road in Tillamook County, Contract No. 6186, in connection with Federal-Aid Project No. S-432(3), [ER-161(1)].

It is necessary to excavate, haul and place general excavation material from the roadbed section to reconstruct fills washed out during the January 1965 flood.

This work has been determined as eligible to qualify as emergency relief work. It is being tentatively financed under the Secondary Project with the understanding that when money is available for Project ER-161(1) the costs will be transferred so that the Federal share will be paid from Emergency Funds and not from Secondary Funds.

This work was tentatively verbally approved by the BPR District Engineer April 20, 1965. Your approval as of that date, under Project ER-161(1), is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CWT:ia

cc: F. D. Morgan
R. N. Chase

Form No. [illegible]

FOR FILING

REGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Jackson Creek- Cape Lookout Date April 12, 1965

Highway Netarts- Sandlake Road Contract No. 6186

County Tillamook Kind of Work Grading Contractor Grimstad & Vanderveldt, Inc.

Contract Amount $ 144,928.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
2. Felling Danger Trees	130 Sq.Ft.	10.00	$ 1,300.00	
16. 6" Perf. Steel Drain Pipe, uncoated	3,540 Lin.Ft.	1.60	5,664.00	
17. Special Backfill in drains	355 Cu.Yd.	6.00	2,130.00	
18. 2½" Plastic Water pipe (E.W.O.#2 substituted for this)			- 3,465.00 (under)	
Minor items, unitemized algebraic total			- 84.00 (under)	
Subtotal				$ 150,473.00

* Approved work orders (Price, extra work and state force orders) $ 15,377.20

Expected over-runs and under-runs in work orders: Amount ~~xxxxxxxxxx~~

Major items, itemized:

* Includes E.W.O.#2 - $5,000 for 3" Plastic Water Pipe

E.W.O.#4 Re-open Cape Cr. culv. $400.00 est. over

Minor items, unitemized algebraic total + 148.91 + 548.91

Subtotal $ ~~xxxxxxxxxx~~

Authorization for engineering $ 11,594.24

Expected over-run or under-run of engineering authorization $ 1,405.76

Costs not included above (explain) P.A. 4 being processed- Gen.Exc. for storm repair 943.08 / Anticipated P.A.-Cape Cr. culv. inlet protection 2,500.00 $ 3,443.08

Allowance for future contingencies (4 % of work remaining) (46,506.00) $ 1,860.24

Credits to come from transfers and deductions $ -

Present estimate of project cost $ 184,702.43

Brief Statement of principal causes of over-run: Encountered numerous sources of ground water, requiring additional drain pipe and filter rock; substitution of larger size pipe for park water line: restoration of Cape Cr. fill & culvert after Jan. 1965 storm & flood and installation of relief culvert and provision for culvert inlet protection. Engineering over-run due to extra work orders and slow completion of project.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $ 163,044.00

Present estimate of project cost $ 184,702.43

Expected over-run (Amount) $ 21,658.43

Expected over-run (per cent) 13.28

Space to right of this line is for use of Salem office.

Submitted by: John A. Bond Resident Engineer

Confirmed by: R. D. Ashway Division Engineer

Noted by: F. H. Horgan Construction ~~or Bridge~~ Engineer

Noted by: F. B. Klaboe ~~Deputy~~ or Assistant State Highway Engineer

State Printing 86719

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APR 2 - 1965
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April 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the installation of a 36" relief culvert on the Jackson Creek-Cape Lookout Section of the Netarts-Sandlake Road in Tillamook County, Contract No. 6186 in connection with Federal-Aid Project No. S-432(3), /ER-161(1)/.

It is necessary to install the 36" relief culvert to protect the existing 54" culvert and the fill. The heavy January 28 runoff changed the upstream channel, blocked the culvert and made it more than normally vulnerable, and damaged the fill. The relief culvert has been approved by the County Court as a preventative measure from recurrence of similar damage.

This work has been determined as eligible to qualify as emergency relief work. It is being tentatively financed under the Secondary Project with the understanding that when money is available for Project ER-161(1) the costs will be transferred so that the Federal share will be paid from Emergency Relief Funds and not from Secondary Funds.

This work was verbally approved by the BPR District Engineer, March 18, 1965. Your approval as of that date, under Project ER-161(1) is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
APR 1 - 1965
FOR FILING
6186

March 31, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering slide correction, resloping and benching on the Jackson Creek-Cape Lookout Section of the Netarts-Sand Lake Road Highway in Tillamook County, Contract No. 6186 in connection with Federal-aid Project No. S-432(3) [ER-161(1)].

This order is to cover the necessary work of pioneering slide areas so normal earth-moving equipment can be used for the removal of slide material; resloping and benching the areas as needed for remedial work. Removal of the slide material and any other required corrective work will be done under Price Agreement.

This work has been determined to be eligible to qualify as emergency relief work. It is tentatively being financed under the Secondary Program ~~as a nonparticipating item~~ with the understanding that when money is available, the costs will be transferred to Project ER-161(1) so that the Federal share will be paid from Emergency Relief funds instead of Secondary funds.

This work was verbally approved by the BPR District Engineer March 18, 1965. Your approval as of that date, under Project ER-161(1) is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]
Enc.

529-1077

RECEIVED
APR 5 - 1965

FOR FILING

SP*8419-734

6186

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1965

To:
Mr. John A. Bond
Resident Engineer
Oregon State Highway Department
Box 169
Tillamook, Oregon

SUBJECT:
Jackson Creek-Cape Lookout Section
Netarts-Sand Lake Road
Contract 6186

You have previously mentioned to me and it has also been noted on your weekly reports that the estimated cost to complete the subject project is overrunning the project authorization approximately 5 per cent. Will you please carefully analyze this situation and if, to the best of your knowledge, it will exceed the 5 per cent, prepare and submit Form No. E-372, "Report on Expected Overrun of Project Authorization".

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc F. D. Morgan

4-1-65
Copy to Shaw
per Mr Morgan
F.P.

NOTED
F. B. KLABOE

RECEIVED
APR 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
MAR 31 1965

RECEIVED
MAR 26 1965

FOR FILING

March 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the installation of a 36-inch relief culvert on the Jackson Creek-Cape Lookout Section of the Netarts-Sand Lake Highway in Tillamook County, Contract No. 6186 in connection with Federal-Aid Project No. S-432(3).

It is deemed necessary to install a relief drain to protect the existing 54-inch culvert and fill. It has been approved by the County Court.

The heavy January runoff blocked the 54-inch culvert and also changed the upstream channel, making the culvert more vulnerable.

This work was verbally approved by the B.P.R. District Engineer March 18, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cr
Enc.

RECEIVED
MAR 25 1965

6186

March 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering pioneering slide areas, resloping and benching on the Jackson Creek-Cape Lookout Section of the Netarts-Sand Lake Highway in Tillamook County, Contract No. 6186 in connection with Federal-Aid Project No. S-432(3).

This order is to cover the necessary work of pioneering slide areas so normal earth-moving equipment can be used for the removal of slide material; resloping and benching the areas as needed for remedial work. Removal of the slide material and any other required corrective work will be done at contract bid prices.

This work was verbally approved March 18, 1965 by the B.P.R. District Engineer. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cr
Enc.

529-1077

Salem, Oregon
March 1[illegible], 1965

Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker

Jackson Creek-Cape Lookout Section
Netarts-Sand Lake Road
Contract 6186

Herewith for your consideration Orders for Extra Work, Orders No. 5 and 6, providing for the restoration of some storm damage together with the installation of the relief culvert due to the damage caused by the recent storms.

Attached is a copy of a Speed Memo from the Resident Engineer fully explaining these two orders.

NOTED
GERALD WIMER

R. D. Asburry
Division Engineer

RDA:AM

RECEIVED
APR 8 - 1965

FOR FILING

APPROVED
[illegible]
W E Martin
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible]	Jackson Creek-Cape Lookout	Date	March 10, 1965
Highway	Netarts-Sand Lake Road	Contract No.	6186
County	Tillamook	Prefix	529-1077
Contractor	Grimstad & Vanderveldt, Inc.	F. A. Project No.	S-432(3) ER-161(6)
Address	Rt. 1, Box 642, Astoria, Oregon	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Purchase and install 36" coated CMP as relief culvert through the Cape Cr. fill approximately 30' below finish grade line; in existing over-flow ditch across fill, after the original culvert is reopened.

BPR ENDORSEMENT: Approved with the understanding that the eligible portion may be converted by appropriate program action to the emergency program if and when additional emergency funds become available.

Location by station numbers:

119+50

Estimate of quantities and cost:

300 lin.ft. 36" coated CMP standard gage @ $13.00 per lin.ft. = $3,900

(2 pipe elbows required on slope changes on outlet side.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Cape Cr. fill will be approx. 70' over culv. already installed (54") in bottom which became blocked during Jan. 28 heavy runoff. Desirable to provide a relief opening through the fill. This item not anticipated. Jan. flood also changed the upstream channel condition so that the original culvert is now more vulnerable. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$163,044.00	
Present estimate of project cost, including $3,900 for work under this order	$171,190.00	
Expected ~~under-run~~ over-run amount	$8,146.00	
Expected ~~under-run~~ over-run per cent	5.0	

Submitted by: /s/ John A. Bond
Resident Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or, Bridge Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer or Assistant State Highway Engineer~~
Office Engr.

State Printing

orig Young 4-8-65

RECEIVED
APR 6 - 1965
FOR FILING

Form E-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Date [illegible], 1965

Highway [illegible]-Sand Lake Hi. Contract No. [illegible]

County Tillamook Prog. [illegible]

Contractor Grimstad & Vandervelde, Inc. F.A. Project No. [illegible]

Address [illegible] Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Prepare two fill slide areas for fill replacement, do the extra work required for selecting and placing the replacement fill material in these areas; reslope and bench one cut slope which slid and sloughed down, and dispose of any of the material unsuitable for fill.

(General excavation & haul of fill material, perf. pipe installation if any, and normal compaction and placement of fill will be done under regular bid items.)

Location by station numbers:

85 Lt (cut)
116 Rt (Cape Cr. fill)
119+50 (Cape Cr. fill)

Estimate of quantities and cost:

Labor	$ 330
Equip. Rental	870
	$1200

ENGINEER'S COMMENT: Approved with the understanding that the eligible portion may be converted by appropriate program action to the emergency program if and when additional emergency funds become available.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slopes eroded and slid during heavy run-off during Jan. 27-28, 1965 storm. Sta. 119+50 fill washed out by Cape Cr. when culvert became blocked, at that time. Restoration not financial responsibility of contractor. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 163,044.00
Present estimate of project cost, including $ 1,200 for work under this order	$ 171,190.00
Expected under-run / over-run amount	$ 8,146.00
Expected under-run / over-run per cent	5.0

Submitted by: /s/ John Bond
Resident Engineer

Approval Recommended: /s/ [illegible]

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

State Printing

Orig to L.H. Young 4-6

529-1077 D-2

Salem, Oregon
March 3, 1965

Jackson Creek-Cape Lookout Section
Netarts-Sand Lake Road
Contract 6186

Mr. F. D. Morgan
Construction Engineer
Department

Attention: G. L. Decker

Herewith for your consideration Order for Extra Work for the opening of a plugged pipe and repairing of damage due to same on the subject project.

This work is due to the January flood. Attached is a copy of a letter from the Resident Engineer fully explaining the circumstances regarding this matter.

R. D. Asburry
Division Engineer

NOTED
GERALD WIMER

RDA:AM

FORM 230—50M—8-57—1479

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 2
OFFICE OF
DIVISION ENGINEER

Tillamook
February 20, 1965

SUBJECT: Contract No. 6186
529-1077
Blocked 54" Culv. at
Cape Creek

To:

R.D. Asburry

On Jan. 28 during very heavy rains , the 54" CMP under the partially completed Cape Cr. fill at sta. 118 + 84 became obstructed , causing the creek to back up and then cross over the top of the fill against the natural ground at the south side of the canyon. At about 10:00 a.m. I called the home of L.C. Adams who lives locally , is a regular employee of Grimstad and Vanderveldt, and had been checking the job intermittently while it was shut down for the winter. I was informed that he would visit the job site that morning. I called him back at 4:00 p.m. and he reported that the culverts were all alright, that the 54" was running full but there was no debris in the channel and it was taking all the water. Then about 5:00 p.m. Mr. Paul Vanderveldt came to our office and advised that he had just come in from the job site and that the 54" Cape Cr. pipe was blocked and water was going over the south side of the fill but not washing it too badly. Nothing could be done at that time. We took attached pictures a couple days later.

Further inspection of the area reveals that there was a slide out of the south side of the canyon some 1,500 feet upstream from our fill, just below a logging spur and landing that was used when the U.S. Forest timber here was logged several years ago. I believe this slide carried wood debris, soil and rock down to Cape Creek which picked it up and smothered our culvert.

The horizontal rod struts are still inplace in the culvert. I had specifically requested that they stay in place because the fill still had to come up some 25 feet and I believe we got a poor imperfect trench due to early settlement and consolidation of the loose backfill during the first winter after it had been placed late in the fall.

The Special Provisions concerning " Contractor's Responsibility for work " as set forth on pages 5 and 6 of the blue Supplemental General Provisions would apply here , wherein " damages due to unforseeable causes beyond the control of and without fault or negligence of the Contractor .... may, at the discretion of the engineer be determined to not be the financial responsibility of the Contractor". I do not believe the Contractor was at fault or negligent in this matter, and that the restoration of the culvert has to be done on a force account basis. The attached order for extra work has been prepared accordingly. We propose to clean the floating debris from the pond, relieve the water height 3 or 4 feet by deepening the fill overflow channel , preparing a roadway to the easterly side of the fill suitable to hold a large truck crane up , and clamming down over the inlet , the location of which we can accurately determine by survey. I would try this before trying to pump over the fill. There is still a small stream coming/through the culvert.

I believe a relief culvert, at least 30", should be installed in the the over-flow channel even if the above work is successful. There are also two areas on the lower side of the Cape Creek fill which have slumped or eroded away which will have to be re-built from the bottom up, also a cut slope at sta. 84 which should be sloped flatter but I assume these should be covered by a separate order,as our immediate concern is the culvert.

We may have to seek an additional contract authorization a little later. Our present estimate of cost includes 8.6% of the general excavation item for allowance above the net quantity . We do not know at this point how the actual excavation quantity will compare with the plan .

John A. Bond

John A. Bond
Res. Engr.

Form E-200-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

6 1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Jackson Creek- Cape Lookout	Date	February 20 19 65
Highway	Netarts- Sandlake Road	Contract No.	6186
County	Tillamook	Prefix	529-1077 D2
Contractor	Grimstad & Vanderveldt, Inc.	F. A. Project No.	S-432(3)
Address	Rt. 1, Box 642, Astoria, Oregon	Order No.	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-open 54" CMP at Cape Creek. Deepen fill over-flow channel across part of fill where water is now running- to lower water level, and then use clamshell to excavate down over inlet and remove obstructions. Pump over fill to lower water level further if necessary.

Location by station numbers:

118 + 84

NOTED

Estimate of quantities and cost:

Labor	$600
Equip. Rental	1,550
Materials	50
	2,200

NOTED
GERALD WIMER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Cape Creek culvert became blocked at inlet during heavy run-off on Jan 28, 1965. Restoration not financial responsibility of Contractor if due to unforseeable causes beyond control of and without fault of Contractor as per Special Provisions.

This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 163,044.00
Present estimate of project cost, including $ 2,200.00 for work under this order	$ 171,190.00
Expected ~~under-run~~ over-run amount	$ 8,146.00
Expected ~~under-run~~ over-run per cent	5.0

Space to right of this line is for use of Salem Office

Submitted by: John A. Bond
J. Bond Resident Engineer

Approval Recommended: [illegible]
asst Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

RECEIVED
JAN 26 1965
FOR FILING

6:16

January 25, 1965

Oregon State Highway Commission

Gentlemen:

On the Cape Lookout Section of the Netarts-Sand Lake County Road in Tillamook County, a contract is now underway for right-of-way clearing.

On the 14-acre section of our Cape Lookout State Park, immediately adjacent to the right-of-way being cleared, is a considerable amount of wind-damaged timber. The most advantageous time to salvage this timber would be while the clearing contractor is logging the right-of-way.

A cruise of the wind-blown timber indicates 518 MFBM consisting of spruce and hemlock. The estimated stumpage value is $8.65 per thousand or a total of $4,480.70.

It is recommended that a negotiated sale contract be made, at our cruised valuation, with the logging contractor now clearing the right-of-way.

A third party would be unable to operate in the area until the highway grading contractor has completed his work and the job accepted.

This matter will be on the agenda at the January 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
P. M. Stephenson
R. L. Porter
Victor D. Wolfe
C. H. Maison
David G. Talbot
R. D. Asburry

PMS:bjs

5-22-63

[illegible]

Jackson Cr. - Cope Lookout Sec.
Contr. 6186

Looking Easterly from Park Trail. Fill slide of 8-24/25. (Arrow indicates a man standing on grade which is about complete)

Roll #30
Taken 8-26-63
by J Bond

99[illegible]

Jackson Cr. - Cope Lookout Section.
Contr. 6186

Looking Easterly from Park trail. Fill slide of 8-24/25.

Roll #30
Taken 8-26-63
by J. Bond

99[illegible]

5-[illegible]-43

Jackson Cr. - Cape Lookout
Netarts - Sandlake Rd.
Contr. 6166
Looking downstream at 54"
C.M.P. & perf. drain installation
at Cape Cr. (70' fill &
imperfect trench goes in here)
1 man patching asphalt
coating of pipe.

taken 5-20-63
by J Bond

0037

A604

Jackson Creek - Cape Lookout
Contr. 6186

Looking Easterly (upstream) at Cape Creek canyon. Clearing in progress at site of 54" CMP and 70' fill area. Blow-down Timber on right. Taken from pioneer road.

Taken 3-1-63
by J. Bond

RECEIVED
DEC 13 1962
FOR FILING

3 4 [illegible] (3)
1 1 6

AGENDA
NOV 20 1962
4R-4

November 13, 1962

Grimstad & Vanderveldt, Inc.
1497 9th Street
Astoria, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962, accepted your proposal for grading on the Jackson Cr.-Cape Lookout Section of the Netarts-Sand Lake County Road in Tillamook County for the sum of $144,928.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6186. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: Pacific Builder & Engineer, Inc., Seattle 2, Washington
Mr. Lowell Richards, c/o Daily Journal of Commerce, Seattle 4, Wash.
Daily Journal of Commerce, Portland, Oregon
Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

RECEIVED
NOV 15 1962
FOR FILING

FORM E-30X—50M—11-61—40831

[illegible]
6186

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1962

SUBJECT: Jackson Creek-Cape Lookout Section
FAS 617, Tillamook County

To: Mr. L. H. Young
OFFICE

Warrants in the amount of $32,700 have been received from Tillamook County. This is the proper amount of their advance deposit on the subject project and it is now clear for award.

Verne R. Jones
Verne R. Jones
County & City Relations Planning Engineer

NOTED
R. L PORTER

VRJ:mm

cc: Mr. R. L. Porter ✓

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1962
FOR FILING

S-432 (3)

[illegible]

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
September 18, 1962

Cooperative Construction Agreement
Netarts-Sand Lake County Road
FAS 617 - Project No. S-432 (3)
Tillamook County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don N. Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Tillamook County covering the Netarts-Sand Lake County Road on FAS 617 in Tillamook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Tillamook County.

Secretary

rn
Attach:

RECEIVED
SEP 18 1962
FOR FILING

S-432(3)

[illegible]

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
September 18, 1962

Cooperative Construction Agreement
Netarts-Sand Lake County Road
FAS 617 - Project No. S-432 (3)
Tillamook County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don N. Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Tillamook County covering the Netarts-Sand Lake County Road on FAS 617 in Tillamook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Tillamook County.

Secretary

rn
Attach:

123-1602 Traffic Signals at Intersec- 1962
tion of E. Idaho Ave.-Second
#197 St. in Ontario

C&A 2553

RECEIVED
APR 2 - 1963
FOR FILING

April 1, 1963

Madson & Stokes
Electrical Contractors
526 S. E. Lane Street
Roseburg, Oregon

Attention: Mr. Chan A. Stokes

Gentlemen:

In checking on final payment for Contract 6187, Ontario traffic signals, the Bridge Division tells us that the voucher was mailed to your company on March 28, 1963 and probably crossed in the mails with your letter to us of March 29.

After the signed voucher has been returned to us, it ordinarily takes a week to ten days to get the check in the mail.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

RECEIVED
MAR 29 1963
FOR FILING

[illegible]

6187

March 29, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On March 7, 1963, we wrote to you concerning release of final payment on contract #6187, awarded to Madson & Stokes, Electrical Contractors, for traffic signal installation on E. Idaho Avenue-Second Street Section (Ontario) on the US 30 (Business Route) in Malheur County.

Final payment on this contract is $6,476.00 and the total contract amount is $6,476.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Fred L. York Insurance
1200 High Street
Eugene, Oregon

cc: Madson & Stokes, Electrical Contractors
526 SE Lane
P. O. Box 280
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 7 - 1963
FOR FILING

[illegible]
6187

March 6, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed February 27 on Contract 6187. The contract was with Madsen & Stokes and was for a traffic installation on US30 in Malheur County at the intersection of East Idaho Avenue and Second Street in Ontario.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 6, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
FEB 8 - 1963

FORM E-30X—30M—6-62 43908

FOR FILING

123-1102

6187

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1963

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments
DEPARTMENT

Madson & Stokes, Electrical Contractors, began work on the E. Idaho Avenue - Second Street (Ontario) traffic signal installation on U. S. 30 (Business Route) in Malheur County, Contract No. 6187, on February 5, 1963.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
DEC 13 1962
FOR FILING

123-1602

AGENDA
NOV 20 1962
4R-5

November 13, 1962

Hudson & Stokes
536 S. E. Lane Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962, accepted your proposal for traffic signal installation at the intersection of E. Idaho Avenue and Second Street in Malheur County for the sum of $6,476.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6187. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc: Pacific Builder & Engineer, Inc., Seattle 2, Wash.
Mr. Lowell Richards, Seattle 4, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
OCT 3 1962
FOR FILING

133-[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
October 1, 1962

Traffic Signal Agreement

Mr. H. S. Cox
County & City Relations Engineer
Office

Attached is a partially signed copy of an agreement with the City of Ontario covering a traffic signal installation at the intersection of East Idaho Avenue and Second Street in Ontario.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder of Ontario, Oregon.

Secretary

rn
Attach: 1

RECEIVED
7 1962
FORM E-30X—50M—11-61—40231
FOR FILING
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 5, 1962

SUBJECT: Traffic Signal Installation
E Idaho Ave. (US30 BUS) & 2nd St.
Ontario

Agenda Item: 3h

To:

V. P. Johnson
Traffic Control Engineer
OFFICE

07 CSP
415 cle

The State Highway Commission at its meeting of June 29 approved the installation of a pretimed traffic signal at the above location and that this signal be interconnected with the existing traffic signal at the intersection of Idaho Avenue and Oregon Street.

The work to be done is estimated to cost $5,500 and under standard policy the City would be required to pay one-half the cost of the original installation and care for future maintenance and power consumption. Sufficient funds have been provided in the 1962 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of this work.

Will you please prepare an agreement incident to this work. I am asking Mr. George, through copy of this letter, to prepare the plans and specifications for the work to be done and to advise Mr. Merchant when it is planned to let this to contract.

F. B. Crandall
Traffic Engineer

njc
cc: Tom Edwards
C. H. Maison
I. A. DeFrance
Ivan Merchant
A. F. Parson
L. E. George

RECEIVED
JUL 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JG 1 1962
FOR FILING

123-[illegible]

3 h

July 5, 1962

Mr. John M. Lesher
City Superintendent
City Hall
Ontario, Oregon

Dear Mr. Lesher:

In response to your request, made in late 1961, an investigation was made as to the need for installation of traffic signals at the intersection of East Idaho Avenue (US 30 BUS) and Second Street in Ontario. In previous correspondence with Mr. Paxson and Mr. Edwards you were advised that the investigation indicated the need for the signals, and that the matter would be presented to the State Highway Commission on June 29.

The Highway Commission at its meeting on June 29 approved the installation of a pretimed traffic signal at the above-mentioned intersection. The cost of the signal was estimated at $5,500, and the Commission's approval was given with the understanding that the City would pay one-half of the cost of the original installation and provide for all future maintenance and power needs.

An appropriate agreement will be forwarded to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: Forrest Cooper
G. S. Paxson
Tom Edwards
F. B. Crandall

RECEIVED
JUN 27 1962
FOR FILING

[illegible]

See [illegible]

June 21, 1962

Oregon State Highway Commission

Gentlemen:

In November 1961, at the request of the City of Ontario, an investigation was made of the warrant for the installation of traffic signals at the intersection of East Idaho Avenue (US30 NB) and Second Street in Ontario. At that time, it was found that traffic conditions at the intersection of this State Highway and a major City arterial were such that the installation of traffic signals was warranted. Traffic volumes on the highway are 9,000 per day and 2,500 per day on the cross street.

It is recommended that a pretimed traffic signal be installed at the intersection of East Idaho Avenue and Second Street and that this signal be interconnected with the existing traffic signal at the intersection of Idaho Avenue and Oregon Street. The work to be done is estimated to cost $5,500 and under standard policy, the City would be required to pay one-half the cost of the original installation and to care for future maintenance and power consumption. Sufficient funds have been provided in the 1962 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of the work. The City has, by letter, advised that it has budgeted funds for its half of the project cost.

This matter will be on the agenda for your consideration at the June 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison

VPJ:pk hlb

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON

May 29, 1962

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

RE: East Idaho Ave. & 2nd St.
Traffic Signal Installation

Dear Mr. Paxon:

In my letter to you on November 17, 1961, I stated that I would inform the City Council of your department's recommendations for the installation of traffic signals at two intersections in Ontario.

The Council has taken these recommendations under consideration, and has decided that only one of the installations can be budgeted for this year. They concurred with my recommendation of the East Idaho Avenue and Second Street installation for the fiscal year 1962-63, and therefore the S. W. 4th Avenue and S. W. 4th Street intersection installation during the next year. The Council's acceptance of the budget, as well as a City Budget election passing yesterday, now leaves nothing, from a city standpoint, in the way of this installation.

Please advise me as to the time for which this installation is planned. It would be more preferable, from our standpoint, for this signal to be installed after July.

Yours truly,

John M. Lesher

John M. Lesher
City Superintendent

JML:dn

RECEIVED
JUN 1 1962
TRAFFIC ENGINEERING

REFERRED TO
Mr Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. P.

RECEIVED
MAY 31 1962
OREGON
STATE HIGHWAY COMMISSION

Crandall
12/0

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NOV 20 1961
FOR FILING

[illegible]

6127

Ontario.... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON

November 17, 1961

Mr. G.S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

I am very pleased with the recommendations as outlined in your letter of November 15 concerning the results of the traffic signal investigation at the intersections of East Idaho Avenue and Second Street and S.W. Fourth Avenue and S.W. Fourth Street. It confirms our own investigations of this matter.

As I stated in my letter of September 19 funds for the City's share of the installation costs would have to be budgeted for in the Fiscal Year 1962-63. Therefore, it would be late summer of 1962 before City funds could be available.

I shall inform the Council of the results of this investigation, and advise you of the final decision as soon as practical.

Yours truly,

John M. Lesher

John M. Lesher
City Superintendent

JML/jm

RECEIVED
NOV 20 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

Copy to [illegible]
11/20/61

RECEIVED
[illegible] 1961

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NOV 15 1961
FOR FILING

[illegible]

[illegible]

November 15, 1961

907

Mr. John M. Lesher
City Superintendent
City Hall
Ontario, Oregon

Dear Mr. Lesher:

Reference is made to your letter of September 19 requesting a traffic signal investigation at the intersections of East Idaho Avenue and Second Street and S. W. Fourth Avenue and S. W. Fourth Street in the city of Ontario. This investigation has been completed, and I have the Traffic Engineer's report.

Investigation discloses that there is warrant for the installation of pretimed traffic signals at the intersection of Idaho Avenue and Second Street. It is the recommendation of this office that such be installed, and that the new signals be interconnected with the existing signals at the intersection of Idaho Avenue and Oregon Street so as to provide over-all control on this section of Idaho Avenue. This work is estimated to cost $5,500.

It was found that there is a marginal warrant for the installation of traffic signals at the intersection of S. W. Fourth Avenue and S. W. Fourth Street. Because of the fact that this intersection is a school crossing, it is believed that it would be well to give consideration to the installation of a semi-actuated traffic signal at this intersection. In view of the relatively low volume of traffic on the side street, it is not believed that the installation of pretimed signals would be proper at this intersection. The installation as recommended is estimated to cost $6,500.

The total cost of the work outlined is estimated to be $12,000. It is the standard policy of the State Highway Commission to require that a City pay one half the cost of the initial installation and to care for future maintenance and power consumption. If such an arrangement is satisfactory to the city officials and you will so inform me, I will present the matter to the Commission for its consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

VRJ:pk nc ae

RECEIVED
OCT 3 1961
FOR FILING

[illegible]

[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 2, 1961

Mr. John M. Lesher
City Superintendent
City Hall
Ontario, Oregon

Dear Mr. Lesher:

This will acknowledge receipt of your letter of September 19, requesting traffic signals investigation at the intersection of East Idaho Avenue and Second Street and SW Fourth Avenue and SW Fourth Street in the city of Ontario. We will proceed with the investigation and at such time as the investigation is completed, I will communicate with you further. Also contained in your letter was the question in regard to the type of signal installation which is being considered at these intersections. The type of signal which would be installed is dependent upon the traffic pattern at the individual intersection and the overall results of this investigation.

The $4,000 per intersection cost quoted in our letter of July 27, was for a fixed time installation. If it should prove desirable to install actuated equipment at these intersections, the cost would be much higher.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

NOTED
G. S. PAXSON

VPJ:pk
bc: G. S. Paxson

RECEIVED
OCT 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON

September 19, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

In previous correspondence with your office we have stated the possibility of requesting aid in the installation of traffic signals in Ontario.

At the present time two new installations are being considered, one at the intersection of East Idaho Ave. and 2nd St. and the other at the intersection of S.W. 4th Ave. and S.W. 4th St. It is my understanding that your department will have to conduct a traffic count at these locations, both for determining the traffic density as well as justifying State participation. We also desire that all preliminary work be done prior to March 1962, so that we will know how many signals to budget for.

In your letter of July 27, a figure of $4,000 per intersection installation is mentioned. Please advise me as to whether this amount is considered tobe the total cost or only the City's portion. We would also like to know which type of installation is being considered.

If we can be of any assistance in this matter, please feel free to call on us.

Yours truly,

John M. Lesher

John M. Lesher
City Superintendent

JML/jm

RECEIVED
SEP 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 25 1961
TRAFFIC ENGINEERING

RECEIVED
SEP 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. AL HEAD

126-1088 Parkrose Sec., Sandy Blvd.- 1962
N.E. Portland Hwys. (Drainage [redacted]
#6188 Improve.)

04A 3841
04A 2570
RR-604

RECEIVED
SEP 5 1963
FOR FILING

6188

September 5, 1963

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

On June 27, 1963, we wrote to you concerning release of final payment on Contract No. 6188, awarded to Schrader Construction Company, Inc., for drainage improvement on Parkrose Section of Sandy Boulevard and N. E. Portland Highway in Multnomah County.

Final payment on this contract is $6,525.25 and the total contract amount is $126,588.73, including $3,052.13 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Dooly and Company
Board of Trade Building
Portland 4, Oregon

Schrader Construction Company, Inc.
7912 S. E. Powell Blvd.
Portland, Oregon

C. H. Maison
Attn.: John Herr

RECEIVED
AUG 30 1963

FOR FILING

[illegible]

6188

August 29, 1963

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to Mr. Joe Wagner, Superintendent of the Parkrose Water District.

This is a controversial subject and resolves itself as to who should be responsible for moving utilities that are located in public road right of way. These utilities now enjoy a "free use" of public rights of way where they have the right of occupancy gratis. It is the opinion of our Legal Department, as well as of the Attorney General, that the bills that have been introduced are not constitutional; however, this probably will not stop the efforts of those interests who wish to have utilities adjusted at the expense of the Gasoline Tax Fund.

As you requested, the enclosures with Mr. Wagner's letter are being returned to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
Victor D. Wolfe

RLP:ms bbc

FORM E-30 80M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 20, 1963
Salem, Oregon

SUBJECT: Complaint of Parkrose Water District to Governor Hatfield

To: Mr. Forrest Cooper
State Highway Engineer
Office

I would suggest the following proposed letter for the Governor's signature:

Mr. Joe Wagner, Superintendent
Board of Commissioners
Parkrose Water District
10424 N. E. Fremont Street
Portland 20, Oregon

Dear Mr. Wagner:

This is to acknowledge your letter of July 30 in which you complain of my actions in connection with bills having to do with the State assuming the costs in the moving of utilities that are occupying public roads free of charge.

In connection with Senate Bill 516, which was passed by the Legislature in 1961, and which I vetoed, I wish to inform you that two legal opinions were submitted to me: One by the Chief Counsel of the Highway Department, and the other by the Attorney General of the State of Oregon, both opinions stating that the bill, in the opinion of the writers, was unconstitutional.

Your information with respect to the referral of House Bill 1228 in the last Legislature being sent to the Highway Committee at my request is completely erroneous and without any foundation in fact whatsoever. The action taken by that Committee was their own. I might state this, however, that my Legal Counsel checked the bill, as he checks all bills that are introduced in the Legislature, and found that the effect of House Bill 1228 was no different than that of Senate Bill 516 introduced in the 1961 Legislature. If the bill was unconstitutional then, it is unconstitutional now, and the lawyer members of the Highway Committee must have so felt since the bill was tabled.

Mr. Forrest Cooper
August 20, 1963
Page Two

The question always arises in a matter of this kind as to who should pay the cost of utility removal. Should it be the road users, whose tax money builds the roads, or the utility users? Since the utilities occupy a highway right of way free of charge, it would seem that this cost should be borne by the utility users rather than the road user, whose money built the highway in the first instance.

A different situation would present itself, however, if the utilities were occupying their own easement areas. In such a case the cost of the removal and the purchase of the easement is a legal obligation. Such obligation does not exist.

I hope this answers your questions, and I remain

L Lindas
L. I. LINDAS
Chief Counsel

LIL:jm

RECEIVED
AUG 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PARKROSE WATER DISTRICT
10424 N. E. FREMONT STREET
PORTLAND 20, OREGON
PHONE ALPINE 2-1437

July [illegible]0, 1963

[illegible]

Governor Mark Hatfield
State Capitol Building
Salem, Oregon

Dear Governor:

I am writting this letter to point out what is happening to the water and sewer districts when relocation of their facilities is forced by County or State Road improvement projects. The information that I have been able to obtain, indicates that you have brought your power as Governor against bills in the 1961 and 1963 legislative sessions, which would have minimize the problems the individual districts face.

In legislative year 1961, we as citizens worked hard to have Senate Bill 516 passed, then pressures were brought to bear and you took the easy way out by vetoing the bill, thereby making it impossible for anybody to bring the bill before the courts to test its legality. We waited two more years and in the 1963 legislative session the Interim committee introduced house Bill 1223, whereby State and County Road Departments would reimburse the water and sewer districts for relocation of utilities upon the road right of way. This bill was approved by the House Committee on Local Goverment and by the House Ways and Means Committee. The Bill passed in the House, But upon reaching the senate it was referred to the Committee on Highways. According to our information Governor this Bill was referred to committee at your request, with the desire that it die in the committee because it met with your disapproval as well as the State Highway Department.

Route

First of all Governor, you should check the dedication of road ways to see exactly how they read. The property owners dedicate the property to the road department, at no cost to the public and for the publics use, and it is nowhere stated in the dedication that the dedicated right of way should be used only for roads that vehicles travel on.

You might not have thought that the Road Department are monsters, but I am enclosing a news item so that you can see for yourself.

[illegible] 8-13 [illegible]

JUL 31 1963

For example, the State Highway Department just finished a project on N.E. Sandy Blvd. in Parkrose from 99th ave. to 107th ave. and north on N.E. 105th ave. to Deering Drive, it cost us over $3,000.00 dollars to relocate mains and services, which must come out of the house holders water bills. Also, at the present time the Multnomah County Road Department is widening N.E. 102nd ave. from N.E. Fremont St. to N.E. Sandy Blvd.. Our costs at the present time are over $10,000.00 dollars, which also must come out of the house holders water bill. So, it appears that, just since March of 1963 and along with the additional costs before the construction year is over, it will cost the Parkrose Water District $18,000.00 dollars for relocation of utilities due to State or County Road Projects. This is quite an expense for three thousand customer to withstand and the sad part of the whole situation is that there is no end in sight.

It appears now that without any legislative help, that the citizens of the Parkrose Water District will have to bond themselves, so that the other citizens of Oregon, that use cars, will have nice wide roads to drive on. This seems to be a cost that the respective road departments should have to bear. As citizens and taxpayers this is an expense that the people of the Parkrose Water District have already participated in. We do not feel that you could sincerely believe that this situation is fair and just to the citizens of the Parkrose Water District, or for that fact fair to any water or sewer district. This is especially true since the City of Portland does get reimbursed any time the State Highway Department or the County Road Department do work in the city limits that requires relocation of utilities.

Now is the time Mr. Hatfield for you as supreme commander of the State of Oregon to exercise your duty and instruct the State Highway Department to take care of their obligations. The political hogwash that allows one district to receive and others not to receive is unjust and unfair to the citizens of Oregon. We would also appreciate your mentioning to the Multnomah County Road Department to take care of their obligation in this matter. We now have two republican party members elected as county commissioners, but the democrats are sure beating their drums.

We are enclosing a copy of a dedication, which we receive from the property owner, which allows us to install our utilities. If a just agreement with the Road Departments

PARKROSE WATER DISTRICT
10424 N. E. FREMONT STREET
PORTLAND 20, OREGON
PHONE ALPINE 2-1487

cannot be reached, it seems we will have to asked the property owner to dedicate a separate road for utilities. Furthermore we can not see where one governmentle unit gets so much power that it does not have to recognize another.

Closing, hoping you will give this your personal attention and waiting for a reply.

Yours truly,

Wagner
BOARD OF COMMISSIONERS
PARKROSE WATER DISTRICT
BY JOE WAGNER*SUPERINTENDENT

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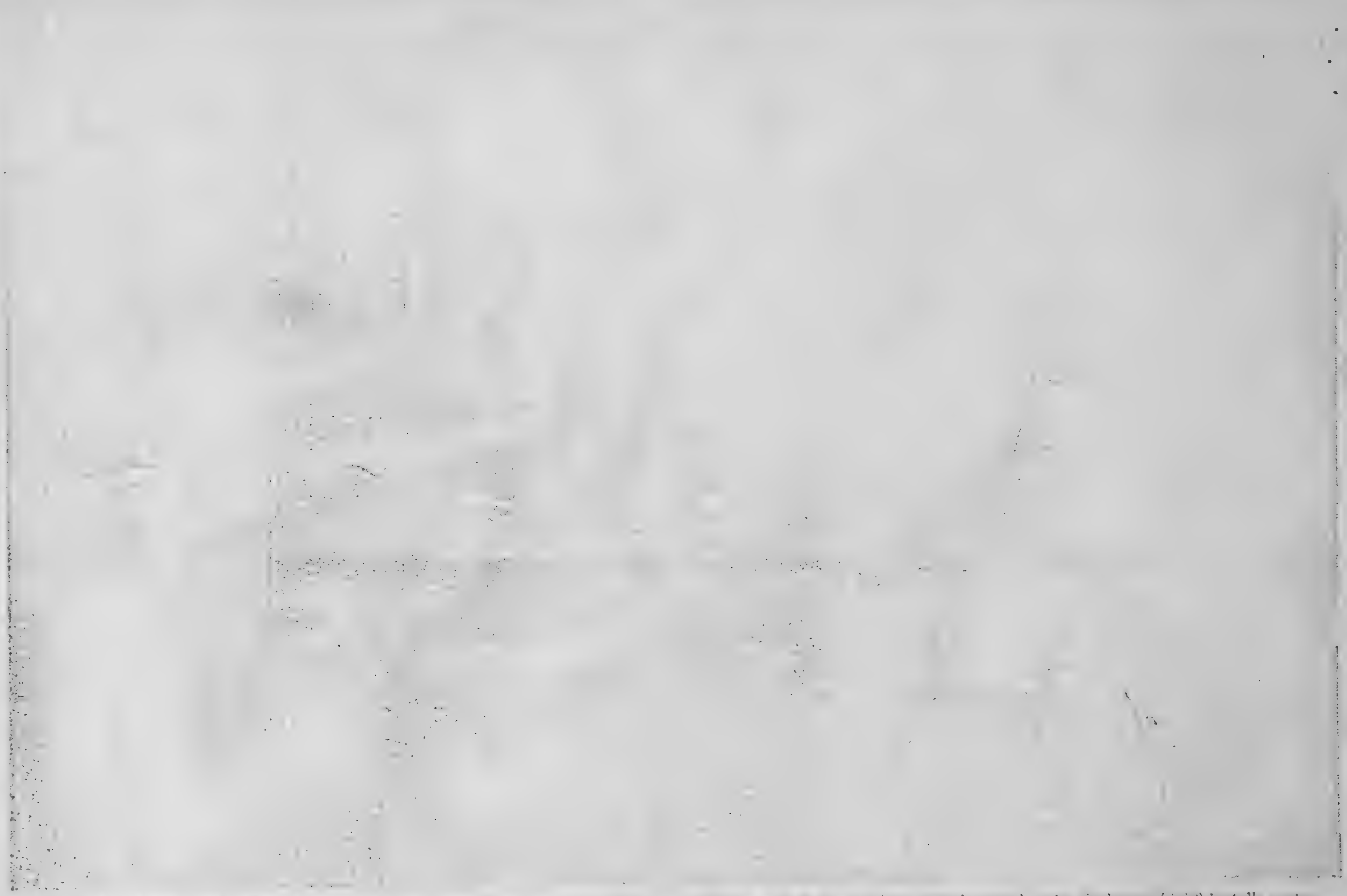
AUG 1 [illegible]
OFFICE OF
STATE [illegible]



■ Mrs. Floyd Bird (left) examines length of boiler tubing that carried water to her home. In center, section of Lolo Pass road torn up for road widening project [illegible] (right) installs water pump to draw water from Clear creek behind his home.

By [illegible] HICKS

ZIGZAG — The breakdown in the water distribution system for a handful of permanent and summer residents in this small community about 40 miles east of Portland has caused a mild crisis.

Water from streams cannot be used for drinking purposes or for food preparation without its first being disinfected or sterilized.

Residents, on the other hand, have found one very important use for water from these streams — it is

supplied by the Burbank water district, a private utility owned and operated under state and county regulations by a Portland couple, Mr. and Mrs. Harry Hoak, 3735 SE Raymond.

They charge a flat fee of $15 annually, and indicate

officials was a suggestion to "dig a well."

A permanent resident did just that, dug a 50-foot well at a cost close to $2,000.

Clackamas county health officials have since entered the picture and are giving aid to residents.

and that small children should not be bathed in the water.

Any water taken from the Sandy river or Clear creek should be disinfected by boiling with the use of tincture of iodine or ordinary household bleach.

H. D. Sercombe, Portland advertising executive, questioned the county's decision to tear up the road just at the beginning of the summer vacation period and not plan to complete the job until fall.

County Comm. Darrell Jones said the county is concerned with the plight of the

Off-Street Parking Fees To Draw Legal Scrutiny

An investigation by the city attorney into legality of apartment house owners charging tenants for off-street parking is ordered by Mayor Terry D. Schrunk.

He also has asked William A. Bowes, city public works commissioner, and the city planning commission to make a full study of the off-street parking situation.

Schrunk's action came after city council consideration of a zone change request that saw the planning commission and the city traffic engineer submit contradictory reports.

The planning commission recommended a zone change to permit construction of a four-story, 28-unit apartment house at NW Lovejoy and 25th. Parking would be provided for 17 cars.

William Weller, city traffic engineer, recommended against the development unless one off-street parking space be provided for each unit.

Residents of the area protesting the development said traffic and parking problems would be increased greatly. Nearby, four thoroughfares run into Lovejoy.

One resident said that parking on the street has become a problem because apartment house owners are charging extra for use of off-street parking.

This was said to induce many tenants to leave their cars on the streets and to leave parking lots and apartment garages empty.

The zone change recommendation was referred to the public works department.

In other action the council authorized creation of an auxiliary police force, technically out of existence when civil defense ceased in Portland, July 1.

Insurance for the force, previously paid by state CD funds, will be paid by the city. The contract, with Lloyds of London, will cover 650 men.

[illegible] Portland.

County officials said they notified operators of the system about the road project and requested that they move their pipeline before heavy equipment came into the area.

The Hoaks contend that the only notification they have received was one posted on a tree in the [illegible] area, explaining the project.

"I can't see how the county can come in and tear up the road and do nothing about the water," said Mrs. Hoak. "I called the state public utilities commission and they gave me the run around."

John Keeley, Clackamas county engineer and surveyor, explained the county's only legal obligation is to notify operators of the system about the project. It then becomes the responsibility of the water district to move its system out of the paths of the project.

Removal of the line to a new location would cost the Hoaks close to $4,000, a financial burden which they are unable to assume.

Meantime, the residents have remained without water and the response they have received from some county

---

By FRANK FLORI

"If Baxter can offer a 15-cent increase, then the Big Six employers could double it without any effort on their part."

That was the answer of Woodworkers regional Pres. Harvey Nelson to a statement by the Timber Operators Council that the contract signed by the J. H. Baxter Pole and Tie Co. and the Lumber and Sawmill Workers was not a "breakthrough."

Executive Vice Pres. Karl Glos of the TOC made the statement Wednesday after Earl Hartley of the LSW had stated the pact signed with Baxter earlier in the day was a "definite crack in the strike."

The strike becomes one month old at midnight Thursday. The IWA and LSW struck U.S. Plywood and St. Regis Paper on June 4 and four other members of the Bix Six employers elected to close their plants in sympathy the next day.

Negotiations have been basically of a "clarifying" nature to date. The highest wage offer has been 21.9 cents, while the unions reportedly are sticking to their demand of 40 (IWA) and 60 (LSW) cent packages over three years.

Some agreement has been reached on the question of travel time for loggers and hours of labor.

The LSW pact with Baxter in The Dalles was for the period July 2 to May 31, 1964, with a 15-cent across-the-board increase.

Glos charged the Baxter dispute was over local issues and had no connection with that which has closed down the operations of the six big employers.

The TOC itself still has not felt strike action, although the unions have indicated they may spread the strike.

At least two thirds of mills in the region are now in the period of vacations. This extends through July 15. Employers expect no further strike spread at least until vacations are over.

Nelson, while stating the Big Six could afford to "double" the Baxter offer, noted profitable financial statements published by such large timber operations as Weyerhaeuser and Georgia-Pacific Corp.

Job at Capitol College Ticket

Robert L. Cohen, Washington high school graduate this year, didn't know last month whether he would ever go to college, but now he has assurance from U.S. Sen. Wayne Morse he can attend George Washington university at the nation's capital four years.

Cohen has been appointed elevator operator in the U.S. senate office building and his duty hours have been arranged so he can attend day time classes.

Another Portland youth, Ben Walker, a graduate of Howard university, vacates the job to enroll at University of Oregon next fall.

West Line of Section 23 T.1N.R.2E.

KNOW ALL MEN BY THESE PRESENTS that Vernon G. Bisbee and Virginia Bisbee, husband and wife, and Rolando E. Davis and Margaret Davis husband and wife, do hereby make, establish and declare the annexed map of BEECHWAY as described in the accompanying surveyor's certificate, a true and correct map and plat thereof, all lots being of the dimensions shown and all streets of the widths therein set forth and we do hereby dedicate to the use of the public as public ways forever all streets and avenues represented on said map.

Signed

Vernon G. Bisbee	Rolando E. Davis
Virginia Bisbee	By Virginia Bisbee, atty in fact
	Margaret Davis
	By Virginia Bisbee, attorney in fact

STATE OF OREGON
COUNTY OF MULTNOMAH } S.S.

THIS CERTIFIES that on this 27th day of MARCH 1958 before me, a notary public in and for said State and County personally appeared Vernon G. Bisbee and Virginia Bisbee, and Rolando E. Davis and Margaret Davis who being duly sworn did say that they are the

RECEIVED
AUG 19 1963
FOR FILING

August 19, 1963

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Co.
2525 No. Larrabee Ave.
Portland, Oregon 97227

Dear Sir:

Your letter of August 14, inquiring as to when payment could be expected on the $33.30 bill for your railroad inspection cost in connection with the sewer line on the Parkrose Drainage Improvement Project has been received.

I have been advised by our auditor that the bill is in his hands and that it has now been cleared for payment. He advised me that the bill was placed in line for payment last Friday and that you should receive a warrant in about ten days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JAN:ra

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 14, 1963

File Ref. D 9016 - 312 - 56

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. L. H. Young,
Office Engineer

Dear Sir:

Referring to Union Pacific Railroad Company bill No. 40133 in amount of $33.30 against the State of Oregon, covering expense incurred by the Railroad during March 1963 while inspecting tracks account 42-inch sewer line being placed under our tracks at Railroad Mile Post 13.70 Kenton Line:

The sewer was constructed under State Highway Contract No. 6188 covering the Parkrose Drainage Improvement Section in Multnomah County.

Will you kindly advise the status of State's handling of the bill and when settlement can be expected?

Yours very truly,

G. H. Baker

RECEIVED
AUG 15 1963
OFFICE ENGINEERING
DIVISION

Hardie
?

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1963

Section Parkrose Drainage Improvement

Kind of work Drainage Improvement

Highway Sandy Blvd. & N.E. Portland County Multnomah

Section prefix 126-1088

Contractor Schrader Construction Co., Inc.

Contract number 6188

Date of contract November 19, 1962

Specified work days 40

Date work started January 19, 1963

Work days used 34

Project authorization . . . . . $ 149,630.63

Exclusive of engineering . . . . $ 138,990.23

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering . . . . $ 126,980.88

Estimated per cent underrun . . . . 7.00 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 10,640.40

Engineering cost to date $ 12,170.23, 114.38 %

Date project was completed May 28, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100					

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi - final estimate on this project turned in to the Division Office at end of this week.

Final weekly report on this project.

Noted

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUL 23 1963

9B-6

B

Signed Lowell A. Johnston

Address P.O. Box 4699, Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING Sewer Pipe Sandy Blvd.	SURFACING Sewer Pipe N.E. 105 th	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.47	0.39			
Miles partially completed	0	0			
Miles completed	0.47	0.39			
Total estimated quantities (contract)	3,590	2,090			
Total quantities corrected to date	3,200	1,982			
Estimated quantities moved or placed to date	3,200	1,982			
Average daily quantities	0	0			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Fair		
Friday	Cloudy		
Saturday			

RECEIVED
JUN 27 1963

FOR FILING

[illegible]

6188

June 26, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 28 on Contract No. 6188. The contract was with Schrader Construction Company, Inc., and was for drainage improvement on the Parkrose Section of the Sandy Boulevard and N. E. Portland Highways in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 25, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
FEB 8 - 1963
FORM E-30 20M 5-62 43908
FOR FILING

RAILROAD COMPANIES
FILE No. 614

[illegible]

6188

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1963

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

SUBJECT: Pipe Line Crossing Agreement
Union Pacific Railroad Company
N. E. 105th Ave. & Sandy Blvd.
Storm Sewer (Parkrose)
Multnomah County

Attached please find fully executed copy of a Pipe Line Crossing Agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J N Hershberger
J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encl.

cc: R. L. Porter
F. D. Morgan
Fred Klaboe
J. W. Nash
C. H. Maison
I. A. DeFrance
Earl F. Saling

NOTED
FLOYD QUERY

RECEIVED
JAN 10 1963
FOR FILING

6188

CONSTRUCTION DIVISION
JAN 8 1963

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 4, 1963

(File Ref. D 9016 - 312 - 56)

Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland 6, Oregon

Atten: Mr. R. A. Schrader,
President

Gentlemen:

Drainage Improvement, Parkrose Section of
Sandy Blvd. and N. E. Portland Highways

Please refer to your letter of January 2 whereby you submitted proposal to install a 42" corrugated steel pipe under our track in N. E. 105 Avenue at Parkrose, Oregon, in connection with the above-captioned project.

Since your proposed installation involves excavation within 25' of the center line of our track, we will require plans showing cribbing to be used in connection with the excavation adjasent to our track. If the length of section of pipe installed under the track were to be increased so that there would be no excavation within these limits, there would be no need to furnish cribbing plans.

Will you kindly advise us accordingly?

Yours very truly,

G. H. Baker
G. H. Baker

cc: Mr. Lowell A. Johnson, Res. Engr.
P. O. Box 4699
Portland, Oregon

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

RECEIVED
JAN 7 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 1962
FOR FILING

[illegible]

6188

AGENDA
NOV 20 1962
4Pm109

November 20, 1962

Schrader Construction Co., Inc.
7912 SW Powell
Portland, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 accepted your proposal for drainage improvement on the Parkrose Section of Sandy Boulevard and N. E. Portland Highways in Multnomah County, for the sum of $130,505.00, and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6188. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pac. Bldr. & Engr., Inc. Seattle, Wash.
Attn: Dorothy McCormack
Lowell Richards, Daily Journ. of Commerce,
83 Columbia St. Seattle 4, Wash.
Daily Journal of Commerce
Portland, Ore. News Room

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

NOVEMBER 13, 1962

File Ref. D 9016 - 312 - 56

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of November 9 whereby you returned duplicate copies of proposed pipe line crossing agreement to cover installation of a storm sewer under our tracks at 105th Avenue in Parkrose.

While agreement has been executed by the Highway Commission, it will be necessary to obtain the initials of the Commissioners on pages 1 and 2 of the additional special provisions attached to the agreement. Will you please arrange for this and when completed, return the agreement for execution on the part of the Railroad?

Yours very truly,

G. H. Baker
G. H. Baker

enc. 8-23-62.

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 4 1962
FOR FILING

6188

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
November 8, 1962

Agenda Item 4-t

Cooperative Drainage Agreement
Parkrose Section
Sandy Blvd. & NE Portland Highways
Multnomah County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a cooperative drainage agreement with Multnomah County covering the Parkrose Section of the Sandy Blvd. & NE Portland Highways in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

RECEIVED
NOV 1[illegible] 1962
FOR FILING

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 6, 1962

File Ref. D 9016 - 312 - 56

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. L. H. Young,
Office Engineer.

Dear Sir:

Kindly refer to your letter of October 17 whereby you submitted plans covering drainage improvement by the State on the Parkrose Section of Sandy Boulevard and N. E. Portland Highways in Multnomah County.

Herewith returned is one set of the plans showing approval of Mr. W. E. Dowling for the Railroad's Chief Engineer on Sheets Nos. 1 and 4 which show work affecting our Company.

Porter Note

Prior to commencing the work, Contractor's plan of construction under our track should be submitted for the Railroad's review and approval.

Yours very truly,

G. H. Baker

enc.

cc: ✓ Mr. G. S. Paxson, Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

NOTED
G. S. [illegible]

Copy To Morgan
11-16-62

RECEIVED
NOV 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Mr. Porter
BY DEPUTY

NOTED
R. L. PORTER

RECEIVED
NOV - 8 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1962
FOR FILING

126-1188

6188

October 31, 1962

Oregon State Highway Commission

Gentlemen:

There will be before you at the November 1 meeting duplicate copies of a permit covering the installation of the drainage sewer serving the Parkrose area easterly of Portland. This project involves carrying the highway drainage sewer under the tracks and right of way of the Union Pacific Railroad Company.

Your approval and execution of the permit is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe

GSP:ms bbc

RECEIVED
OCT 31 1962

FOR FILING

126-022

1-188

October 31, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 1 Highway Commission meeting will be the matter of entering into an agreement with Multnomah County which will cover the construction of a storm sewer in Parkrose. This is partly on the Northeast Portland Secondary Highway and partly on the Sandy Boulevard Highway. Briefly, it permits the county to connect to this sewer system at 102nd Avenue in return for a cooperative payment of $57,000.

It is recommended that the matter have your favorable consideration and that the Secretary be authorized to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox
C. H. Maison

RLP:ajw bbc

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

OCTOBER 29, 1962

File Ref. D 9016 - 312 - 56

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of September 11 whereby you returned pipe line crossing agreement covering installation of a 42-inch corrugated metal sewer pipe under our tracks at N. E. 105 Avenue near Portland, Oregon.

Herewith in duplicate is agreement in favor of State of Oregon, which has been revised in line with request made in your letter of September 11. Will you kindly review the agreement and if satisfactory, have it signed by the Chairman and Commissioners, attested by the Secretary, corporate seal affixed and return both counterparts of agreement for completion on the part of the Railroads.

Yours very truly,

G. H. Baker
G. H. Baker

NOTED
G. S. PAXSON

enc.

RECEIVED
OCT 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 16 1962
FOR FILING

126-1088

[illegible]

September 11, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Sewer Line
N. E. 105th Avenue, Portland

Under date of August 30 you sent us duplicate copies of a pipeline crossing agreement covering the installation of a 42-inch corrugated metal sewer pipe under your tracks on N. E. 105th Avenue in Portland, immediately adjacent to Sandy Boulevard. This project is a part of a major drainage project in the Parkrose vicinity. We expect to expend in excess of $100,000 on the entire project. It is a permanent installation and is being designed to serve this area for many years.

The standard pipeline crossing agreement which you have used includes, in paragraphs 8 and 9, cancellation clauses which the State should not accept. We would have no objection to the use of an article similar to that used in many of our grade crossing project agreements in which the State will agree that, should the pipeline be abandoned, it will either remove or fill the pipe to the complete satisfaction of the railroad company. We will also, of course, agree to keep the pipeline maintained to a condition which would not damage the railroad's facilities or interefere in any way with the operation of your trains.

We also would like for you to revise the map which accompanied the agreement to move the manhole which is now shown on the southerly side of your right of way to a position just south of your right-of-way line and on Killingsworth Street. This would remove all surface work from your right of way and permit you to place embankment across the whole width should it become necessary.

The duplicate copies of the agreement are returned herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. I. Lindas
Mr. F. K. Klaboe

GSP:ms
Enclosures

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1962

SUBJECT: Pipeline Crossing Agreement
UPRR Co. Lessee of OWR&N Co.
N. E. 105th Ave. & Sandy Blvd.
Storm Sewer

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

1. This is railroad companies' standard pipeline crossing permit form and is not objectionable except as to paragraph 8. The railroads are dealing with the sovereign State of Oregon, and the state should not agree to a 30-day cancellation clause as herein contained. Neither should state agree to such other arbitrary provision as railroad's reservation of a right of immediate revocation without notice if the pipeline is permitted to be in bad order (not odor) for a period of 24 hours.

2. This agreement was mentioned to John A. Reuling, Jr., Assistant General Counsel for Union Pacific Railroad, at a hearing held in Salem on September 4, 1962. It was agreed that the railroad would probably never attempt to exercise these rights against the state; but the point is that they should not be included in an agreement with the state in the first place.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk

REFERRED 9-7-62
TO Dadson
FOR Your Info
LEONARD I. LINDAS

RECEIVED
OCT 17 1962
FOR FILING

136-1084

6184

October 17, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

We are mailing under separate cover, four copies of the special provisions and plans covering drainage improvement on the Parkrose Section of the Sandy Boulevard and N. E. Portland Highways in Multnomah County, bids for which are to be received in Salem on October 30, 1962.

In general, the work will not disturb Oregon-Washington Railway and Navigation Company facilities except for the installation of the sewer line under railroad tracks at Station 5+70 on N. E. 105th Avenue (N. E. Portland Highway just north of Killingsworth) as indicated on Sheet 4 of the plans and as called for on pages 8 and 9 of the special provisions under the subheading "Crossing Under Railroad Tracks".

The special provisions augment our standards for railroad protection, particularly as given on pages 13 to 19 inclusive of the special provisions and the "Railroad Protective Liability Form" insert bound therewith; also, the contractor is to provide $250,000-$500,000 protective insurance as set forth therein.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Mr. G. E. [illegible]

Mr. R. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
809 Pittock Block
Portland 5, Oregon

2

RECEIVED
OCT 16 1962
FOR FILING

126-1088

6188

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
September 27, 1962

Agenda Item 4-k
Drainage Agreement
Parkrose Section
Sandy Blvd. & 105th Avenue
Multnomah Drainage District No. 1

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the Multnomah Drainage District No. 1 covering permission to discharge drainage waters into their canal and provide for highway department paying an annual service cost in connection with drainage project on Sandy Boulevard and 105th Avenue in Parkrose.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Multnomah Drainage District No. 1.

Secretary

rn
Attach: 1

RECEIVED
OCT 18 1962
FOR FILING

136-1088

6188

September 26, 1962

agenda
3-7
1-20-62

Board of County Commissioners
Multnomah County
605 County Courthouse
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on September 20, 1962, considered a cooperative agreement with Multnomah County concerning a drainage project on the Sandy Boulevard Highway between N. E. 99th Avenue and N. E. 107th Avenue. The Commission approved the project which is estimated to cost a total of $197,000, with Multnomah County to contribute $57,000.

It is my understanding that an agreement has been prepared and is now in your hands for approval.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Mr. R. L. Porter
Mr. H. S. Cox

FQ:fp

Salem, Oregon
September 4, 1962

Mr. L. H. Young
Office Engineer
BUILDING

Drainage Facility
N. E. 105th Avenue and
Sandy Boulevard
Portland

We have a pipeline crossing agreement with the Union Pacific Railroad Company covering the installation of a 42" corrugated metal pipe and a manhole carrying the drainage of our Sandy Boulevard line under the Union Pacific railroad at N. E. 105th Avenue.

This permit requires that our contractor furnish the Union Pacific Railroad Company with the usual PL and PD insurance in the amounts of $250,000/$500,000. I attach hereto a copy of this requirement.

We are leaving it to the contractor's option whether he open cuts or tunnels through the railroad embankment but, in any case, he should be warned that he must submit his methods of operation to the railroad company and receive its approval prior to beginning work on the railroad right of way.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. R. L. Porter

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

AUGUST 30, 1962

File Ref. D 9016 - 312 - 56

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Referring to your letter of August 13 regarding installation of drainage system in vicinity of N. E. Sandy Boulevard in the Parkrose District, and with particular reference to proposed installation of 42-inch concrete sewer line under railroad tracks at N. E. 105 Avenue:

Herewith in duplicate, proposed agreement to cover installation of this pipe line under railroad tracks and across right-of-way.

Will you please review the agreement and if satisfactory have it signed by the Chairman and Commissioners, attested by the Secretary, corporate seal affixed and return both counterparts of agreement for completion on the part of the Railroad?

Yours very truly,

G. H. Baker
G. H. Baker,
Superintendent

enc. 8-23-62

RECEIVED
AUG 31 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 5 1962
FOR FILING

August 30, 1962

Oregon State Highway Commission

Gentlemen:

In connection with the proposed drainage project on the Sandy Boulevard and Northeast Portland Highways, in Parkrose, it will be necessary to enter into an agreement with Multnomah Drainage District No. 1, which will cover permission to discharge drainage waters into their canal and provide for the Highway Department paying an annual service cost.

Some years ago, the Department entered into an agreement with the District which involved 15 acres, and since that time and by letter the original agreement has been modified several times. It is proposed in the present agreement to bring the matter up to date and cover everything contained in the original agreement and the supplementals thereto. This will involve 47½ acres, and the Drainage District's charges, which are based on cost, vary from $3 to $6 per year per acre.

It is recommended that this matter have your favorable consideration and that the Secretary be authorized to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
V. D. Wolfe
C. H. Maison
H. S. Cox

RLP:ajw:er

RECEIVED
EP 5 1962
FOR FILING

August 30, 1962

Oregon State Highway Commission

Gentlemen:

For some time it has been apparent that the Sandy Boulevard Highway in Parkrose has needed improvement in drainage facilities. During periods of intense rainfall and storms, the present storm sewers are not adequate to carry the runoff and extensive ponding develops. The condition has been accelerated by the development of adjacent areas, which in turn, cause more rapid runoff.

In order to correct this situation, I recommend that you add to the current State construction budget a drainage project on this highway between N. E. 99th Avenue and N. E. 107th Avenue, with an outfall on N. E. 105th Avenue that will empty into a drainage canal in control of Multnomah Drainage District No. 1.

The work, to a certain extent, can be a co-operative project with Multnomah County, in that they are at present constructing a county drainage facility on 102nd Avenue; and by tapping into the proposed system, will contribute to its cost. It is estimated that the project will cost $197,000 with Multnomah County contributing $57,000.

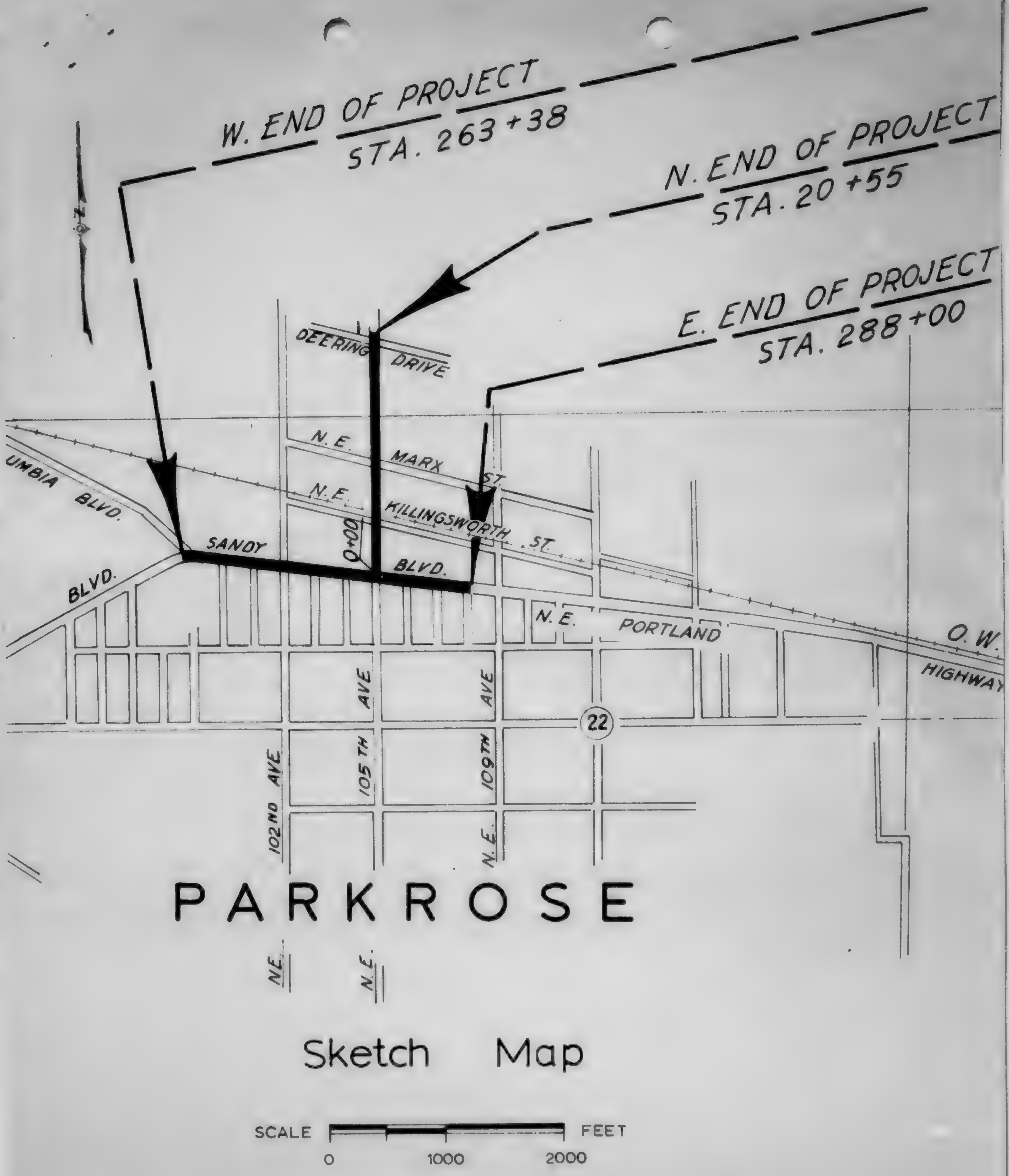
Due to the somewhat urgent nature of this project and the fact that we have been delayed in working out agreements, I would appreciate your approval of placing this on the list of items for contracting at our next call. If you have no objections, I shall proceed and ask for your concurrence at the next Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison
H. S. Cox

RLP:ajw:FC:fn hlb


Sketch Map
W. END OF PROJECT
STA. 263+38
N. END OF PROJECT
STA. 20+55
E. END OF PROJECT
STA. 288+00
DEERING DRIVE
N.E. MARX ST.
N.E. KILLINGSWORTH ST.
UMBIA BLVD.
SANDY BLVD.
BLVD.
0+00
N.E. PORTLAND HIGHWAY
O.W.
22
105TH AVE
N.E. 109TH AVE
N.E. 102ND AVE
N.E.
N.E.
PARKROSE
SCALE
FEET
0
1000
2000

RECEIVED
AUG 13 1962
FOR FILING

[illegible]

[illegible]

August 13, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

The State Highway Department is installing a drainage system to handle drainage from N. E. Sandy Boulevard in the Parkrose district. We propose to install a 42-inch concrete sewer line on N. E. 105th Avenue which would pass under the tracks of your freight line at Railroad Station 911+76.4.

This will be a contract job and we propose to leave the method of installation optional with the contractor, specifying that his method of installation and his plans for doing so shall be subject to the approval of the Union Pacific Railroad Company. The installation will also involve two manholes, the manhole on the south being within the limits of your normal right of way. We do not know whether you have title to that area across N. E. 105th Avenue or whether it is a county road over which you have a permit. In any event, it would be appreciated if you would issue to us a pipeline permit covering the installation

I am enclosing four prints from Sheet No. 4 of the plans for the Parkrose section, which show the map and profile of the pipeline installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.
bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Klaboe

FORM E-30 50M 9-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1962

To: Mr. R. L. Porter
OFFICE

SUBJECT: Marine Drive-NE Shaver Street Section
FAS 654 (122nd Ave.), Multnomah County

Multnomah County is preparing plans for Marine Drive-NE Shaver Street Section of FAS 654 (122nd Avenue) for a grading, surfacing, paving, and structure project. This proposal will be submitted approximately November 1, 1962, and will be scheduled possibly January 30, 1963.

A storm sewer draining 122nd Avenue will be incorporated into this project. A manhole will be installed at 122nd Avenue and Sandy Boulevard so that drainage from Sandy Boulevard may be emptied into this system.

This office would like to go on record as recommending that before the Oregon State Highway Department approves these plans the Department is certain that the new storm sewer is of sufficient size to handle not only drainage both present and future from 122nd Avenue but also Sandy Boulevard present and future drainage. As the County has installed their roadway under Sandy Boulevard, this system must be used by the State for draining Sandy Boulevard. Consequently it is the opinion of this office that complete costs of storm sewer system should be incorporated into the proposed FAS-C project with the State contribution being only the normal 20% of the project.

H. S. Cox
H. S. Cox
County and City Relations Engineer

HSC:mm

cc: F. D. Morgan
Frank Hall
J. E. Morelock

RECEIVED
JUL 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 25 1962

FORM E-30 50M 11-61 40230
FOR FILING
126-1088

6-15

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1962

SUBJECT: Highway Drainage
82nd Avenue-122nd Avenue, Sandy Blvd.
Multnomah County

NOTED
R. L. PORTER

To:

Mr. Tom Edwards
Assistant State Highway Engineer
Building

Herewith two copies of Plan No. 1 and two copies of Plan No. 2 which offer possible solutions to the subject drainage problem. Also included are two copies of a report which show the costs involved and breakdown of the construction proposals for either plan. The cost of the currently planned 24-inch outfall on 122nd Avenue, to be constructed by Multnomah County, is $45,200. We have determined that the outfall size should be increased to 42 inches to provide an adequate solution to the overall problem. The cost for the 42-inch outfall on 122nd Avenue is estimated to be $97,000.

Plan No. 1 can be supported by drainage computations and it is our recommended plan for the final solution to the problem. The details of this plan are shown on the enclosed plan and profile and are broken down on the enclosed report as to the various components of work involved. The total cost for this plan is $189,200.

Plan No. 2, which cannot be fully supported by drainage computations, is based on Mr. Northrup's opinion. The total cost for this plan is $160,200. The details are shown on the enclosed plan and profile and the various components of work are also broken down on the enclosed summation of the plans.

Our computations indicate that the State contributes 43 cfs to the outfall from the roadway and the abutting property. The County's share has been computed to be 88 cfs from street areas and properties for which they are responsible. The total of 131 cfs has been used as a design capacity for the 42-inch outfall. This figure resolves into 33%/67% of drainage obligation.

If you wish to review the detail estimates and plans, they are available in this office at your convenience.

NOTED
R. L. PORTER

NOTED
R. L. PORTER

F.D. Morgan
Construction Engineer

GKA:jp
Enclosure

HIGHWAY DRAINAGE
82nd Avenue to 122nd Avenue
Sandy Boulevard - Multnomah County

Referring to the letter of March 20, 1962 (Hunter to Edwards), two plans have been prepared and costs estimated offering possible solutions of the drainage problem between 99th and 109th Avenues. Outfall costs have been studied and are included.

Plan #1 - fully supported by drainage computations:

a) Construct full size sewer for expansion to 82nd, from 99th to 102nd.
b) Construct full size sewer from 102nd to 107th.
c) Install new inlets at 108th and connect to existing sewer ahead.
d) Install adequate inlets to care for storm waters now arriving at Sandy Boulevard. Connect existing sewer to manhole at 99th.
e) Construct 42" outfall as shown.

Costs - storm sewer with appurtenances	$ 92,200
42" outfall	97,000
Total Cost	$189,200

Plan #2 - drainage computations do not fully support this; however, Mr. Northrup's suggestions noted:

a) Construct full size sewer (same as Plan #1) 99th to 102nd.
b) Construct sewer from 102nd to 105th (adequate for this area only).
c) Allow existing sewer to function as is, 105th ahead.
d) Install adequate inlets to core for storm waters now arriving at Sandy Boulevard, 99th to 105th. Connect existing sewer to manhole at 99th.
e) Construct 42" outfall as shown.

Costs - storm sewer with appurtenances	$ 63,200
42" outfall	97,000
Total Cost	$160,200

Computations show that the State contributes 43 CFS to the outfall from the roadway and abutting property. The County contributes 88 CFS, for a total of 131 CFS, the design capacity. This is a 33%/67% split of drainage obligation. Outfall costs are as below:

24" - currently planned for 102nd storm sewer	$ 45,200
42" - adequate for solution of problem	$ 97,000

April 25, 1962

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FOR FILING

COMMISSIONERS
M. JAMES GLEASON
[redacted]
JACK BAIN
L. W. AYLSWORTH

126-1084

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COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

June 25, 1962

c.c. to
Cox 6-27-62

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland 14, Oregon

Oregon State Highway Department
Salem, Oregon

Mr. John J. O'Donnell
Auditor
Court House

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held June 21, 1962, the following action was taken:

Rec Roadmaster that Mult Co join the Oregon State Highway Department in the amt of $57,000. to build a storm sewer to solve their common drainage problem on NE Sandy Blvd)

ORDERED that said recommendation of the Roadmaster be adopted as the Order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By________________
Clerk of Board

DD

cc - TSCC

Porter

NOTED
R. L. PORTER

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COMMISSIONERS
AL L. BROWN
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COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

DIVISION OF ROADS AND BRIDGES
S.E. MORRISON
PORTLAND 14, OREGON
A 7 844

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

Porter?

June 21, 1962

NOTED
R. L. PORTER

NOTED

Oregon State Highway Department
County and City Relations
Salem 10, Oregon

Attention Mr. H.S. Cox

Dear Sir:

Herewith is the estimate for the cost of building an Outfall Storm Sewer from N.E. 102nd Avenue and N.E. Sandy Boulevard in Multnomah County, Oregon.

In view of an opinion by our District Attorney there is a question of our responsibility in disposing of the water on Sandy Boulevard. There may be legal complications arise later that we cannot foresee.

Call back any time that you wish any information that we have available.

Yours very truly,

P. C. NORTHROP
Roadmaster

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JUN 2 . 1962
ENGINEER
COUNTY & CITY RELATIONS

Harry E. Conway
HARRY E. CONWAY
Assistant Construction Engineer

HEC:gh

Encl.

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ENGINEER
COUNTY & CITY RELATIONS

N.E. 102ND AVE. OUTFALL STORM SEWER
(Sandy Blvd. to Slough Via NE 101st Ave.) June 21, 1962

ESTIMATE OF COST

ITEM		UNIT	NET	ALLOW	GROSS	PRICE	AMOUNT
1.	Clearing & Grubbing, Site Care and Cleanup	All	All	--	All	$ 1500.00	$ 1500.00
2	Unclassified Trench Excavation and Backfill	Cu.Yd.	2615	262	2877	2.65	7624.05
3.	Furnish & Lay 24" Concrete Sewer Pipe ASTM C14-61 Extra Strength With Mortared Joints	Lin.Ft.	1572	157	1729	6.75	11670.75
4.	Furnish & Lay 24" Reinforced Concrete Sewer Pipe ASTM C76-61 Class V with Mortared Joints	Lin.Ft.	120	12	132	10.00	1320.00
5.	Furnish & Lay 33" Reinforced Concrete Sewer Pipe ASTM C76-61 Class III with Mortared Joints	Lin.Ft.	855	86	941	10.75	10115.75
6.	12" T&G Plain Concrete Culvert Pipe	Lin.Ft.	54	6	60	2.50	150.00
7.	18" T&G Reinforced Concrete Culvert Pipe	Lin.Ft.	42	6	48	3.95	189.60
8.	Remove and Replace Asphaltic Concrete Pavement	Sq.Yd.	578	58	636	4.00	2544.00
9.	Furnish, Haul and Place Granular Backfill in Ditches Under Roadways	Cu.Yd.	448	45	493	4.00	1972.00
10.	Furnish, Haul and Place Base Rock in Two Sizes in Surfacing & Ditches Under Roadways	Cu.Yd.	574	57	631	3.75	2366.25
11.	Furnish, Haul and Place Pit Run Gravel Fill Material in Roadway	Cu.Yd.	1931	193	2124	1.90	4035.60
12.	Furnish, Haul & Place Pipe Bedding & Encasement	Cu.Yd.	578	58	636	4.00	2544.00
13.	48" 12-Gauge Corrugated Metal Pipe Jacked or Tunnelled Under Railroad Track	Lin.Ft.	70	7	77	90.00	6930.00

N.E. 102ND AVE. OUTFALL STORM SEWER(continued) June 21, 1962

ESTIMATE OF COST(continued)

ITEM	UNIT	NET	ALLOW	GROSS	PRICE	AMOUNT
14. Extra For Crossing Under Railroad Spur Track	All	All	--	All	700.00	700.00
15. Furnish & Install Std. 3'x4' Oval Manhole With a Base Depth of 8 feet	Each	9	--	9	250.00	2250.00
16. Extra Depth of Manhole	Lin.Ft.	11	1	12	20.00	240.00
17. Stock Fence	Rods	71	7	78	4.00	312.00
18. Class "B" Asphaltic Concrete	Ton	19	2	21	12.50	262.50
19. Sprinkling	"M" Gals.	14	1	15	3.00	45.00
20. Class "A" Concrete	Cu.Yd.	8	1	9	40.00	360.00
						$57,131.50

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FOR FILING

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MEMO TO FILES: 6/11/62

Friday, June 8, 1962, I met with Mr. Harry Conway, Assistant Construction Engineer of Multnomah County and discussed drainage plans of 102nd Avenue northerly from Sandy Blvd.

Mr. Conway informed me that plans would not be complete on this project for another week; however, the following information was gathered.

Under the "County Plan" the drainage would go north on 102nd Avenue to the railroad, then along the southerly R/R R/W to 101st Avenue, then north to the outfall. Plans call for 1750 feet of 24" pipe and 900 feet of 33" pipe. The increased size of pipe on the northerly end is due to a decreased grade and not to an increased flow. Estimated pipe cost is $7.00 and $10.00 respectively.

If the State participates, the drainage line should be changed to follow Sandy Blvd. from 102nd Ave. to 101st Ave., then north on 101st Ave. to the outfall. Total length of line would be the same; however, size of pipe should be as follows: 1750 feet of 42" pipe and 900 feet of 54" pipe. This route would also require more excavation.

Mr. Paul Northrup, Multnomah County Engineer, on being contacted by telephone Monday, June 11, stated that he had no objections to including the larger size pipe required for the State Highway drainage in a contract to be let by Multnomah County. He suggested that alternate bids should be included in the contract, one for the County's pipe requirements and the other for the sizes required for the Highway drainage and that the difference in cost be paid by the State Highway Department.

H. S. Cox
H. S. Cox
County and City Relations Engineer

HSC:eb

cc: R. L. Porter
F. D. Morgan
L. H. Young

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JUN 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

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FORM E-30 50M 6-61 36681
FOR FILING
126-11[illegible]

1181

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 20, 1962

SUBJECT: Assignment Edwards No. 149
Highway Drainage
82nd Ave.-122nd Ave.
Sandy Boulevard
Multnomah Co.

C149

To: Mr. Tom Edwards
Asst. State Highway Engineer
Salem, Oregon

As you requested, I have contacted Mr. Paul Northrup, Multnomah County Roadmaster, to ascertain what action he is planning to take with regard to the proposed cooperative storm sewer project on Sandy Boulevard in the community of Parkrose. Mr. Northrup informed me that the County plans to let a contract to improve 102nd Avenue from Weidler to Fremont sometime this summer. Included in the contract will be a storm sewer along the proposed improved portion of 102nd Avenue and an outfall to the slough on the projected alignment of 102nd Avenue. The County plans to install an outfall large enough to handle the 102nd Avenue drainage and does not contemplate handling any of the Sandy Boulevard drainage.

Mr. Northrup advised that he would entertain the proposal that we pay for the additional cost involved in placing a large enough pipe at the outfall to handle Sandy Boulevard drainage from 82nd Avenue to 102nd Avenue. It is his opinion that if the water from this section is disposed of via this outfall, no difficulty will be experienced in the area between 102nd and 108th. He bases this opinion from observations of the existing storm sewer system between 99th and 122nd Avenue prior to the time the Highway Department drained the section between 82nd and 99th into this sewer. Prior to the time the additional water entered the system Mr. Northrup claims that the system was adequate to handle the water. Since this situation existed some years ago and streets and properties have been developed in recent years, it is possible that even though the system was adequate in the early 1940's it would not be adequate today.

In my telephone conversation with you this date it was agreed that I would, working through our Construction Department, arrive at figures to substantiate or deny Mr. Northrup's opinion regarding the capacity of the existing storm sewer system if the 102nd outfall is installed. We will also arrive at cost figures for this installation and any other alternates which appear to be feasible. I have contacted Mr. Decker and I expect that Joe Teele will be assigned to the project and contact me in the next few days.

~~3-28-62~~

RECEIVED
MAR 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

E S Hunter
E. S. HUNTER
Assistant Division Engineer

NOTED
R. L. PORTER

ESH/lh

cc: F. D. Morgan

Porter cc [illegible] copy [illegible]

notes
Edwards

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6144

Salem, Oregon
February 5, 1962

149

Mr. Tom Edwards
Assistant State Highway Engineer
Office

Highway Drainage
82nd Avenue-122nd Avenue
Banfield Freeway - Portland
Multnomah County

In December Mr. Paul Northrop, Roadmaster of Multnomah County, was in this office discussing the drainage in the area of 102nd Avenue on the Banfield Freeway in Portland. At that time he was investigating carrying drainage from the county project on 102nd Avenue northerly to the Banfield Freeway and along our right of way to 105th Avenue where it would cross under our highway and proceed northerly to a drainage at the river.

Mr. Northrop also asked whether we would permit the installation of this line along our highway. I told him that we would, provided we were allowed to tap into the line at 102nd to carry the side drainage from that portion of the highway westerly of 102nd and also that manholes be installed between 102nd and 105th to pick up local drainage in the area. The next day I received notice from the Board of County Commissioners that they were rescinding an order dated July 20, 1961, with regard to a co-operative project in this area. Mr. Northrop was intending to contact me further as to the County's plans on 102nd Avenue but I have not heard from him.

I would suggest that you pursue the matter further as the 102nd Avenue job is about ready to go and we might be in trouble if they change the existing drainage. I attach correspondence regarding the matter.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

[illegible]

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

December 22, 1961

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland 14, Oregon

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

De ar Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held December 21, 1961, the following action was taken:

Rec Roadmaster that Bd Order of July 20, 1961, re)
letter from W C Williams, State High Engineer, with regard
to cooperative project for the correction of a bad drainage)
situation in Parkrose from 82nd to 122nd Aves, be rescinded
and the whole matter dropped)

ORDERED that said recommendation be adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By
Clerk of Board

DD
Enc. 1 Mr. Cooper

cc - Auditor

Paxson

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

December 20, 1961

Board of County Commissioners
Multnomah County Courthouse
Portland 4, Oregon

Gentlemen:

Your Order of November 14, 1961, re letter from W. C. Williams, State Highway Engineer, with regard to a cooperative project for the correction of a bad drainage situation in Parkrose from 82d to 122d Avenues:

On July 20, 1961, at our request, you approved entering into an agreement with the State Highway Department to share the cost in attempting to solve the serious drainage problem existing along N.E. Sandy Blvd. from N.E. 82d to N.E. 122d Avenues.

We were concerned about the water running on Sandy Blvd. from dedicated streets and upon taking this matter up with the District Attorney we were advised that the fact the water runs on to Sandy Blvd. from dedicated streets or county roads did not make the drainage problem on Sandy Blvd. ours, and that it rests entirely with the State Highway Department.

In view of the above, it would be our recommendation that Board Order of July 20, 1961, be rescinded and the whole matter dropped.

Respectfully yours,

P. C. NORTHROP
Roadmaster

PCN/ms

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1 1962
FOR FILING
136-1081

Salem, Oregon
January 29, 1962

Mr. Tom Edwards
Assistant State Highway Engineer
Office

Drainage Problem
Parkrose Area
99th - 109th
Sandy Boulevard

I have before me the general file, the Maintenance file, and copies of the Division Office file - subject. Having studied these, I find the following facts are pertinent:

1. Highway Commission entered into agreement with Multnomah County Drainage District early in 1938 re drainage water, Sandy Boulevard, Columbia Boulevard to 122nd Avenue, State to pay a certain amount per annum per acre to offset pumping costs. Estimated cost between $0.75 and $1.15 per acre. Estimated area, 12 acres. If additional land is drained into our storm sewer system, Highway Department is expected to pay additional pumping cost to cover additional acreage drained.

2. First complaints of record, 1938. Continuing record of complaints since that time with drainage and flooding becoming more acute as area builds up to the south of Sandy over the years.

3. See pictures in attached file for graphic illustration of flooding.

4. Department has recommended on numerous occasions the forming of drainage district, with Department paying its fair share. Deaf ears.

5. Recommend you read that portion of the attached file secured by paper clip, which well covers problem from beginning to present, especially the legal opinion written to Paul Northrop by C. W. Pecore, Deputy District Attorney, and the report of Mr. Young to Mr. Cooper dated March 3, 1961. (Both items indicated by paper clips.)

6. Parkrose Chamber of Commerce has been the main ball-carrier on this problem.

7. Recommend you also review Hunter's report to you dated 2-28-61. This report is included in the material sent to me from Portland and is marked with a paper clip.

The above will give you a good review and background with a minimum of reading.

I have not attempted to set up an outline for your talk since there are several ways to approach this problem. If you wish additional help, please advise.

Victor D. Wolfe
Administrative Assistant

VDW:me

Enclosure

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1962

SUBJECT:

To:

MEMO TO THE FILE

Mr. Robert Caleff, President of the Parkrose Chamber of Commerce, requested through Al Johnson that a speaker be present at the Parkrose Chamber of Commerce meeting Tuesday, January 16th. Mr. Caleff said that a move was afoot to secure support for a property holders' suit against the Highway Commission with regard to the damage by floods on Sandy Boulevard between 99th and 109th Streets.

Mr. Howard Huget of Multnomah County advises that the county is not yet firm on a plan. They may build north on 102nd to Sandy, east on Sandy to 105th, and north on 105th, or they may build directly north on 102nd going directly across Sandy.

In view of these facts, I had Mr. Johnson call Mr. Caleff back and advise him that we were not in a position at this time to discuss any firm plan and asked for a delay of meeting. Mr. Caleff asked that at a speaker be present on February 20th, a regular meeting date. I advised Mr. Johnson to inform him that we would have a speaker at that meeting. Mr. Caleff's address is 10945 N. E. Klickitat, Portland. He should be given a firm commitment on a speaker within approximately 10 days.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
A. E. Johnson

NOTED
TOM EDWARDS

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FORM E-30 50M 7-60 20305

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

SUBJECT: Drainage
Sandy Boulevard-Parkrose
Multnomah County

To: Memo to File

Today I discussed the matter of drainage in Parkrose with Mr. Paul Northrop, Multnomah County Roadmaster, and told him that his proposal appeared satisfactory. His proposal is as follows:

> The County would, at its own cost, install a drainage line on 102nd Avenue to Sandy and thence, under permit from us, along Sandy Boulevard to 105th Avenue; thence to Sandy Boulevard and northerly to an outfall toward the river.

I told Mr. Northrop that when his plans were fully developed, we could grant a permit for the installation on Sandy Boulevard, reserving the right to connect drainage at both 102nd and 105th Avenues.

Apparently Mr. Northrop is not entirely sure the scheme he discussed with us will be built but will advise us later.

G S Paxson
G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Tom Edwards

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FORM 5-30 50M 7-60 29305

126-1088

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

SUBJECT: Drainage
Sandy Boulevard-Parkrose
Multnomah County

To: Memo to File

Today I discussed the matter of drainage in Parkrose with Mr. Paul Northrop, Multnomah County Roadmaster, and told him that his proposal appeared satisfactory. His proposal is as follows:

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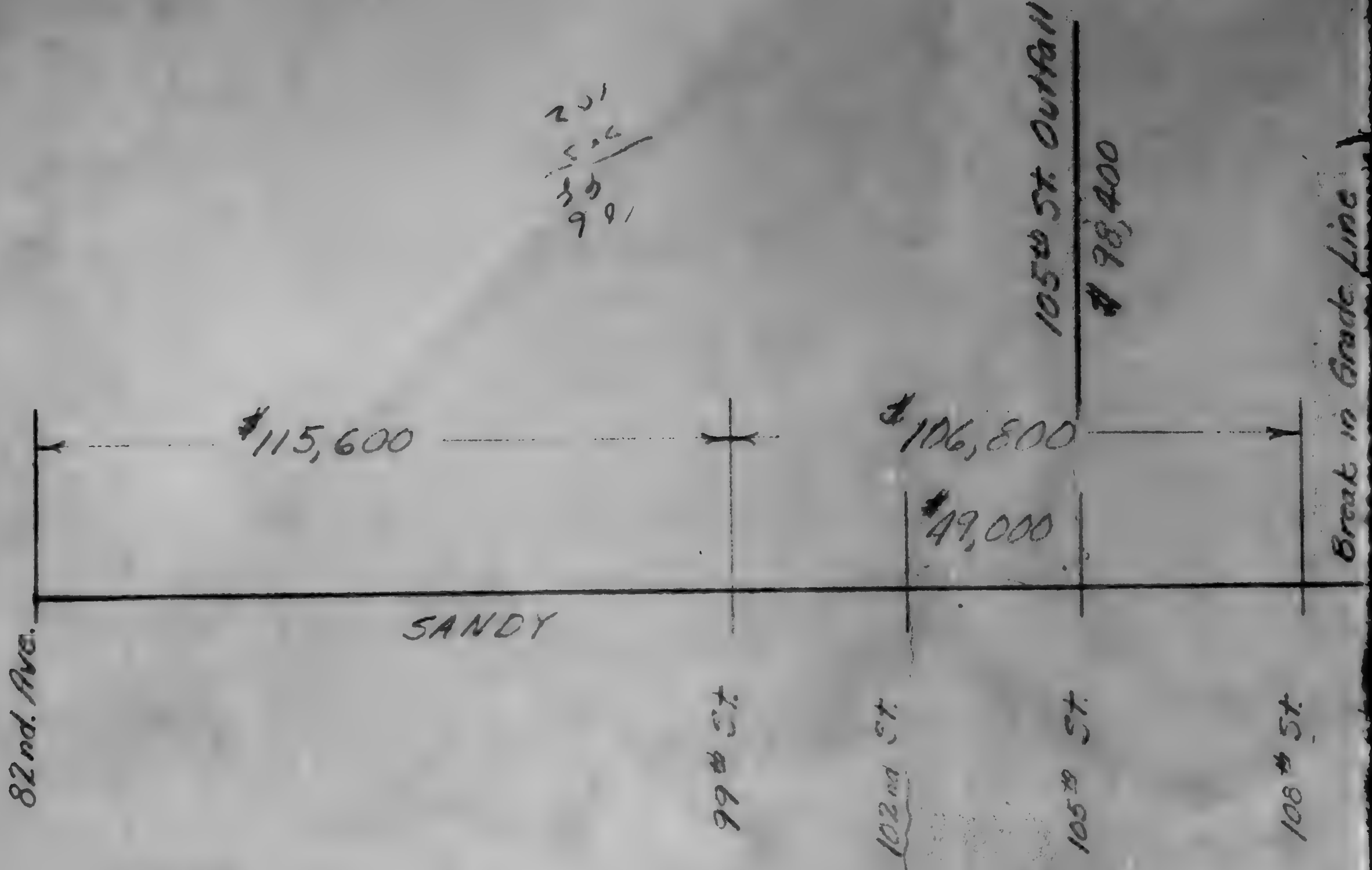
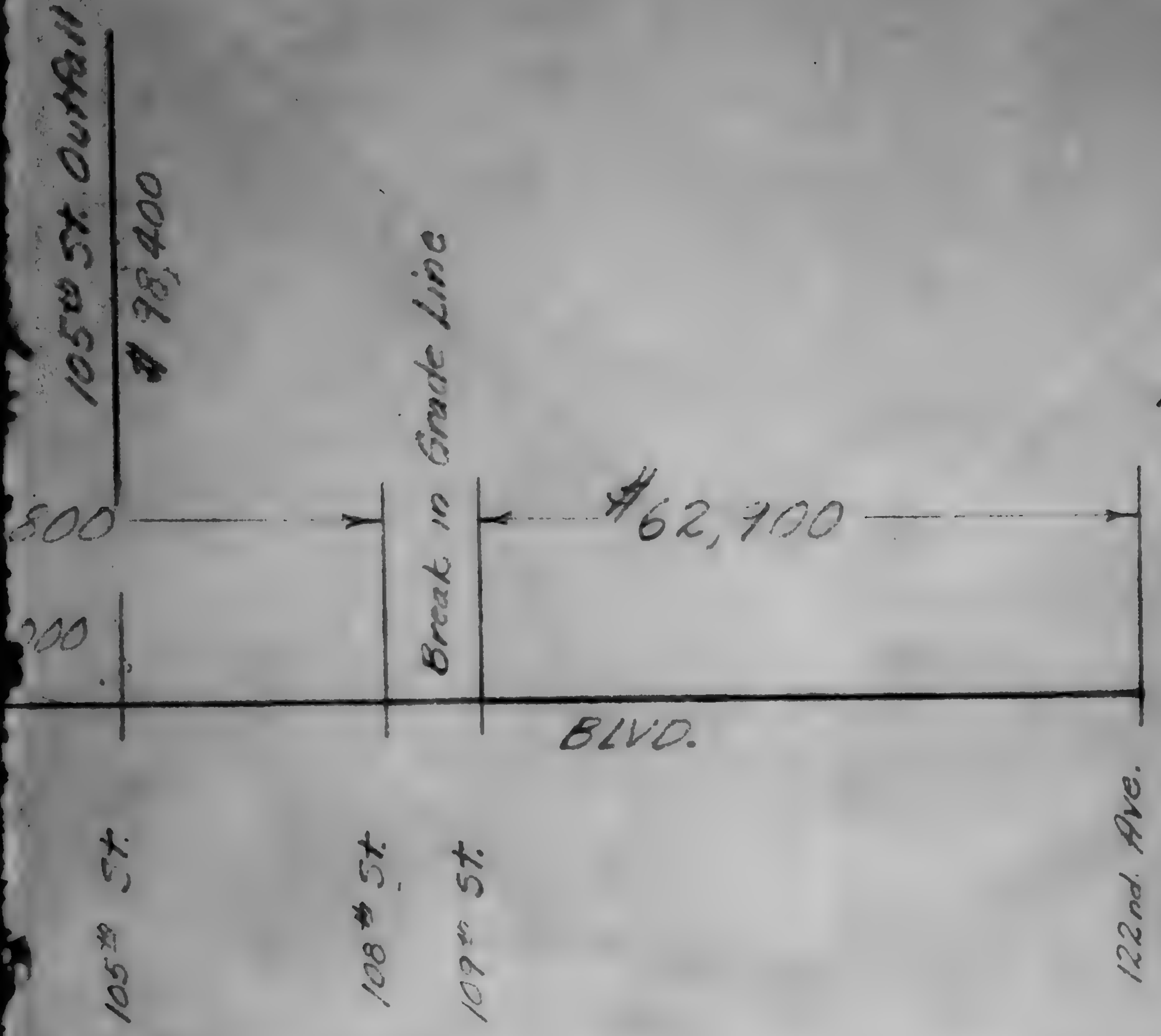
G S Paxson

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Tom Edwards



Note: 102nd to 105th estimat
($3500) for catch inlets a
to the trunk line.



Note: 122nd Ave outfall not estimated.

Design to be Completed by Mult. County. (See W.C. Williams letter dated 11-10-61.)

2nd to 105th estimate includes
0) for catch inlets and connections
the trunk line.

Straight Line Chart of Estimated Cost.

Parkrose Storm Sewer
Sandy Blvd. (102nd - 105th Sec.)
Multnomah County
12-19-61

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

PARK ROSE STORM SEWER 10-20-61

82nd TO 99th AVE TEEL

(A) TOTAL COST UNIT #I

Item	→	→	Unit	Quant	Allow	Total Q	Price	Cost
1	Drainage	Exc.	CY	4172	10%	4589	4.50	20,651
2	8"	conc sewer p.	linft	716	10%	788	2.50	1,970
3	12"	"	" "	1679	10%	1847	3.00	5,541
4	15"	"	" "	733	5%	770	3.75	2,888
5	18"	"	" "	626	}	657	4.25	2,792
6	21"	"	" "	1314	}	1380	4.75	6,555
7	24"	"	" "	616	} 5%	678	6.00	4068
8	27"	"	" "	878	}	922	8.50	7,837
9	30"	"	" "	231	}	243	11.50	2,795
10	Catch Inlets	Type "G"	Each	16	2	18	125.00	2250
11	" "	" "G2"	"	7	1	8	130.00	1,040
12	" "	" "CG-2"	"	1	—	1	150.00	150
13	Curb "	(6")	"	1	—	1	100.00	100
14	Manholes	Type "BP"	"	10	—	10	350.00	3500
15	"	" "AP"	"	2	—	2	450.00	900
16	Extra for pipe	under pavt.	Lin ft.	6793	5%	7135	4.25	30,324
15	Remove manholes		Each	4	—	4	100.00	400
16	" catch inlets		"	4	—	4	24.00	96
					SUB TOTAL			93,857
				Flagging (State share)				2,500
					Sub TOTAL			96,357
			+ 20% E & C					$ 19,243
				UNIT #I		TOTAL →		$ 115,600

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

PARK ROSE STORM. SEWER UNIT # II (Part)

TOTAL COST
99th to 108th (STORM SEWER) ✓

Item →	UNIT	Quan	Allow	Total Q	Price	Cost
Drainage exc	CY	3387	10%	3726	4.50	16,767
8" conc sewer pipe	Lin ft.	436	"	480 -	2.50	1,200
12" " "	"	714	"	785 ✓	3.00	2,355
15" " "	"	277	5%	291 ✓	3.75	1,091
27" " "	"	258	"	271 -	8.50	2,304
30" " "	"	241	"	253 -	11.50	2,910
36" " "	"	263	"	276 -	15.00	4,140
42" " "	"	514	"	540 ✓	18.00	9,720
48" " "	"	791	"	831 ✓	21.00	17,451
Type "G" catch inlets	Each	4	1	5 -	125.00	625
" "G2" " "	"	3	—	3	130.00	390
" "CG2" " "	"	7	1	8	150.00	1200
Curb inlets	"	6	1	7	100.00	700
Type "B-P" manholes	"	1	—	1	350.00	350
" "A-P" "	"	4	—	4	450.00	1,800
" "B-P" spec "	"	4	—	4	1000.00	4,000
" "A-P" " "	"	2	—	2	1500.00	3,000
Remove manholes	Each	4	—	4	100.00	400
" catch inlets	"	6	—	6	24.00	144
Pipe under pavt	Lin ft.	3638	5%	3820 -	4.25	16,235
Sub total						86,782
Flagging (state share)						2200
Sub total						88.983
+ E & C 20%						17818
TOTAL COST						$ 106800

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

PARKROSE STORM SEWER Unit #II (Part)

TOTAL COST
99th To 108th (105th Outfall)

Item →	Unit	Quant.	Allow	Total @	Price	Cost
Drainage exc	Cy	4128	10%	4541	4.50	20,435
36" conc sewer pipe	Lin ft	546	5%	573	15.00	8,595
42" " "	"	658	"	691	18.00	12,438
60" " "	"	891	"	925	30.00	27,750
Type "A-P" spec MH	Each	2	–	2	1500.00	3,000
" B-P " "	"	1	–	1	1000.00	1,000
Crush base mat'l	Cy	384	10%	422	3.00	1266
3/4-0" shldr "	"	74	"	81	3.50	284
			sub	total		74,768
Tunnel under R-R						5,000
Move mail boxes						100
Flagging state share						2,100
			Sub	total		81,968
		+ 20%	E & C			16,432
		TOTAL	COST	→	$	98,400

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

Parkrose Storm Sewer, 82nd Ave – 122nd Ave Section
Sandy Blvd. and N.E. Portland Hwy
109th Ave – 122nd Ave, Unit III

Quantity Summary and Estimate of Cost

	Item	Unit	Quantity	Allow	Total Quantity	Cost	Amount
1.	Drainage Excavation	Cu Yd	2256	10%	2482	4.50	11,169
2.	8" Conc. Sewer Pipe	Lin. Ft.	174	"	191	2.50	478
3.	12" Conc. Sewer Pipe	Lin Ft	122	"	134	3.00	402
4.	15" Conc. Sewer Pipe	Lin. Ft.	263	5%	276	3.75	1035
5.	18" Conc. Sewer Pipe	Lin. Ft	872	"	916	4.25	3893
6.	21" Conc. Sewer Pipe	Lin. Ft.	224	"	236	4.75	1121
7.	27" Conc. Sewer Pipe	Lin. Ft	495	"	520	8.50	4420
8.	30" Conc. Sewer Pipe	Lin. Ft	800	"	840	11.50	9660
9	Catch Inlets, Type "G"	each	3	—	3	125.00	375
10.	Catch Inlets, Type "G-2"	each	6	—	6	130.00	780
11.	Manholes, Type B-P	each	6	—	6	350.00	2100
12.	Manholes, Type A-P	each	4	—	4	250.00	1000
13.	Extra for Pipe Under Pavement	Lin. Ft.	2952	10%	3247	4.25	13,800
14.	Remove catch inlets	each.	3	—	3	24.00	72
					Sub total		51,105
	Anticipated Extra Work						
	Flagging (States' Share)						1350.00
					Sub Tot		$52,455
	20% Engineering and Contingencies						10,445
	TOTAL UNIT # III						$62,900

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OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 1 SHEETS

Parkrose Storm Sewer
Sandy Blvd.
102nd - 105th Cost Estimate
(Prepared for Edwards from Ted's estimate)

12-19-61
EJH

Item		Unit	Net Quantity	Allow.	Gross Quantity	Unit Cost	Amount
1- Drainage Exc., Unc.		C.Y.	1580	160	1740	4.50	$ 7,830
2- 8" Conc. Sewer Pipe		Lin. Ft.	120	10	130	2.50	325
3- 12" Conc. Sewer Pipe		Lin. Ft.	340	30	370	3.00	1,110
4- 15" " " "		Lin. Ft.	12	4	16	3.75	60
5- 48" " " "		Lin. Ft.	800	40	840	21.00	17,640
6- Type "G" Catch Inlets		Each	1	—	1	125.00	125
7- Type "CG 2" Catch Inlet		"	4	1	5	150.00	750
8- Curb Inlets		"	4	1	5	100.00	500
9- Type "BP" Special							
	Manhole	Each	1	—	1	1000.00	1,000
10- Type "AP" Special							
	Manhole	Each	3	—	3	1500.00	4,500
11- Extra for pipe							
	Under Pavement	Lin. Ft.	1270	130	1400	4.25	5,950
						Subtotal	$ 39,790
				Flagging (County Share)			1,000
						Subtotal	$ 40,790
				20% Engr. & Cont.			8,210
			(102nd to 105th) Total Cost				$ 49,000
				Plus 105th St. Outfall			98,400
			Total for County Construction				$ 147,400

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DEC 20 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
December 19, 1961

Drainage
99th Avenue-108th Avenue
N. E. Sandy Boulevard

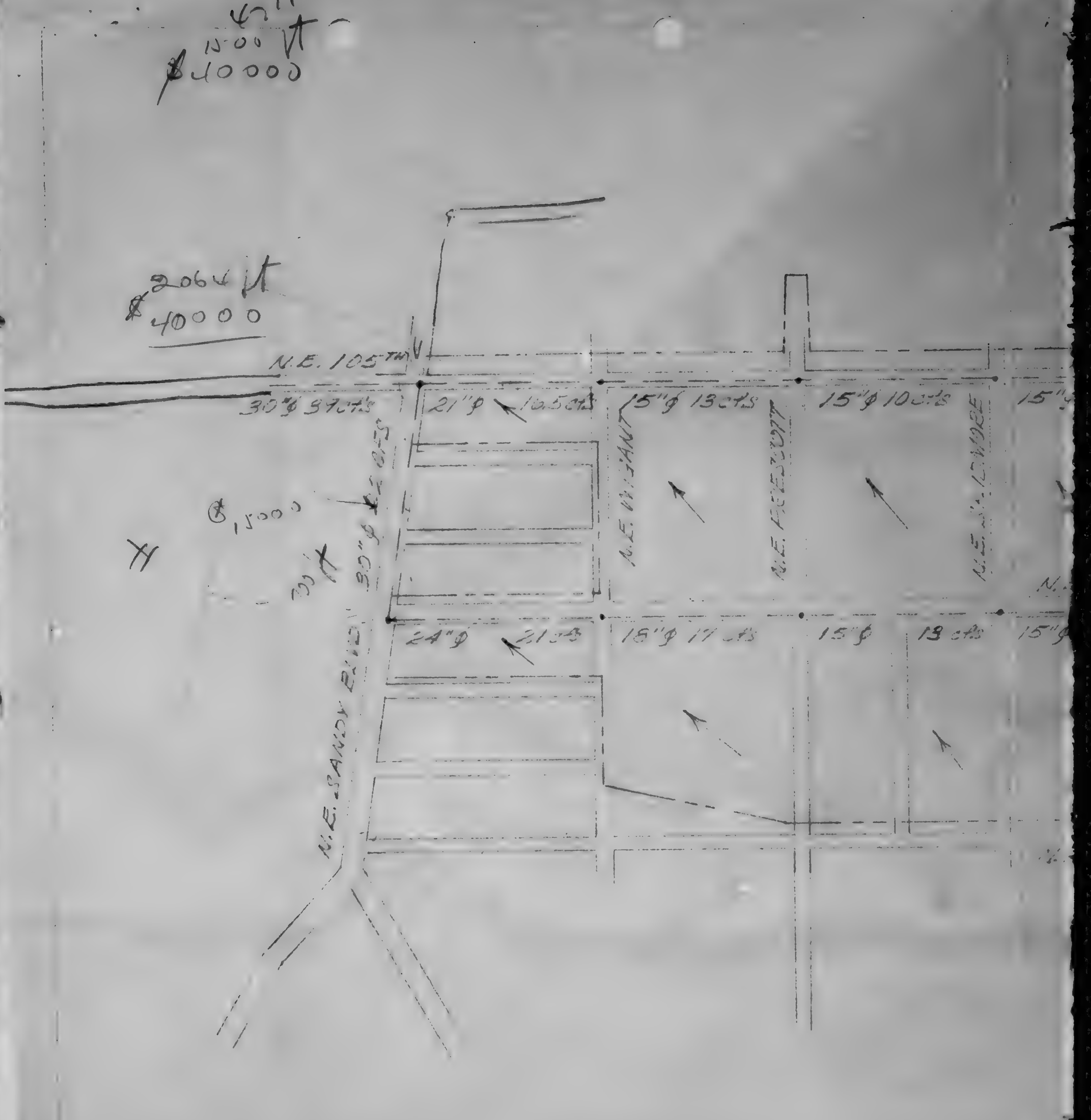
Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

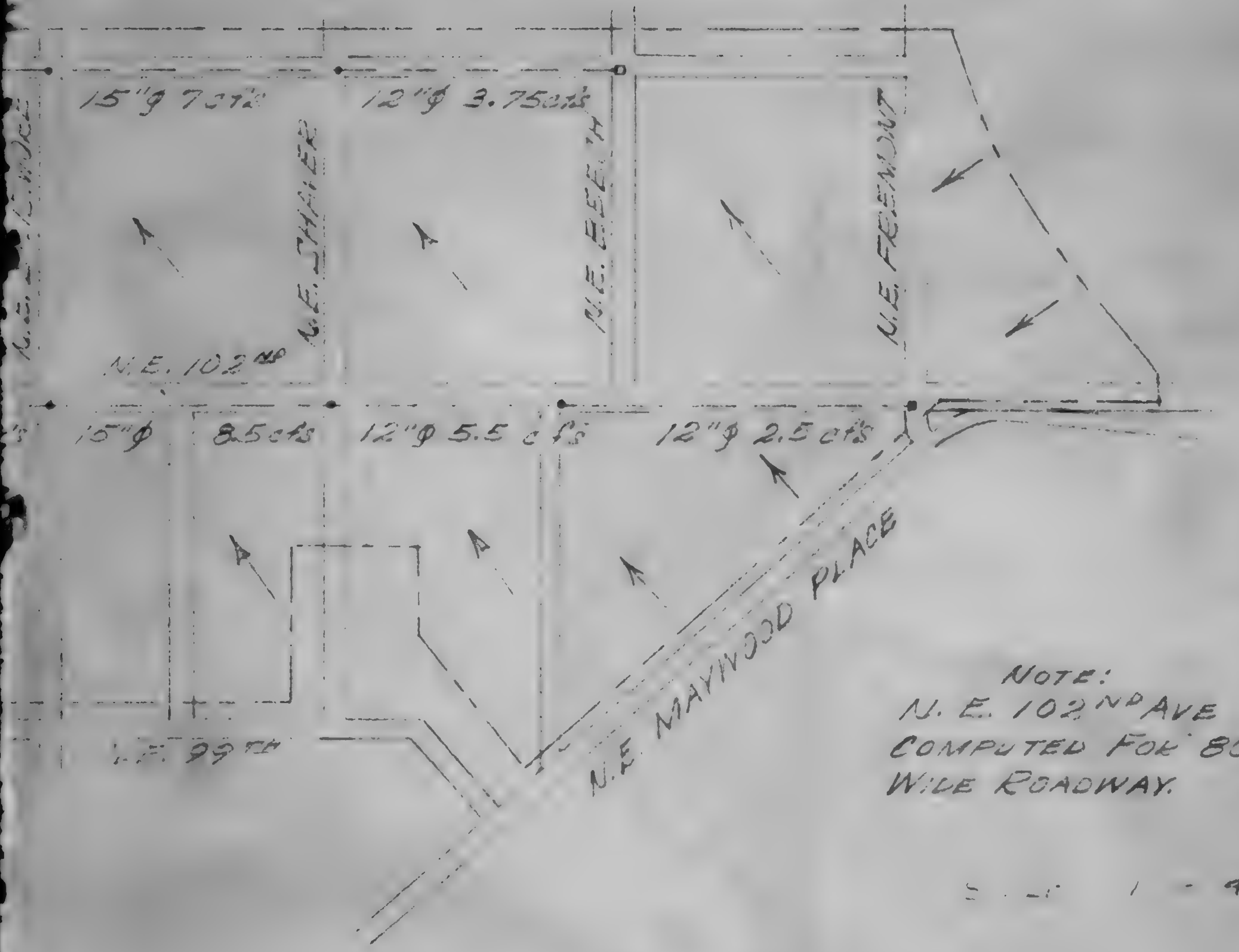
In our conference with Mr. Northrop and Mr. Hugst yesterday, we were advised that Multnomah County plans on placing a storm sewer on 102nd Avenue northerly to Sandy Boulevard and then bringing this storm sewer easterly along Sandy Boulevard to 105th Avenue where it would turn and go north toward an outfall toward the river. This much of the drainage would be at County cost. Having put this in, the County would permit us to connect at 102nd Avenue to handle drainage westerly to 99th Avenue and also connect at 105th Avenue to handle that area between 105th Avenue and 108th Avenue.

I am attaching correspondence concerning the matter and particularly a letter of November 10, 1961, from Mr. Cooper to the Board of County Commissioners of Multnomah County. You will note that our estimate of total costs to drain the area between 99th Avenue and 108th Avenue is $205,000. If the County puts in the drainage facilities outlined above and we connect to it, I would like to know what the cost of the work which we would have to do to properly drain these areas under that scheme would be.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.


42"
1500 ft
$10000
2064 ft
$40000
N.E. 105TH
30"φ 37cts
21"φ 10.5cts
15"φ 13cts
15"φ 10cts
15"
$15000
300 ft
30"φ 22 cts
N.E. WYGANT
N.E. PRESCOTT
24"φ 21cts
15"φ 17cts
15"φ
13cts
15"φ
N.E. SANDY BLVD



NOTE:
N. E. 102ND AVE
COMPUTED FOR 80 FT
WIDE ROADWAY.

SCALE 1" = 400'

MULTNOMAH COUNTY
DEPARTMENT OF ROADS

N.E. 102ND AVE & N.E. 105TH AVE.
PROPOSED DRAINAGE

Dec. 13 . 61

OFFICE OF
THE DISTRICT ATTORNEY
FOR
MULTNOMAH COUNTY
PORTLAND 4, OREGON
TELEPHONE CAPITOL 7-8441

CHARLES E. RAYMOND
DISTRICT ATTORNEY

CIVIL DEPT.
WILLIS A. WEST
CHIEF DEPUTY
CHESTER W. PECORE
ROBERT M. CHRIST
HERBERT A. PERRY
CRIMINAL DEPT.
GLENN A. GEURTS
CHIEF DEPUTY
OSCAR D. HOWLETT
CHARLES R. HARVEY
MELVILLE H. GEIL
DESMOND D. CONNALL
JULIAN HERNDON, JR.
CHARLES S. EVANS
GORDON M. MACLAREN
HAROLD J. BLANK
MUNICIPAL DEPUTY
DOMESTIC RELATIONS
MANCHE I. LANGLEY
CHIEF DEPUTY
MARIAN M. HUFFMAN
ALYS S. McCROSKEY
SPECIAL INVESTIGATORS
C. S. SPEARS
JOHN KIRKLAND

December 18, 1961

Mr. Paul C. Northrop
Roadmaster, Multnomah County
2115 S. E. Morrison Street
Portland, Oregon

Dear Mr. Northrop:

Reference is made to your letter dated November 22, 1961, requesting an opinion as to the liability of Multnomah County concerning the drainage problem that exists along N. E. Sandy Boulevard in Parkrose. My understanding of Parkrose is that it extends roughly from N. E. 82nd Avenue to N. E. 122nd Avenue.

The contour maps available to me indicate that the natural drainage in the area east of 82nd Avenue and north of Rocky Butte and what is now Banfield Expressway, was to the north-north-east, with a slope of generally over 100 feet to the mile, and that prior to the construction of the Banfield Expressway, the area east of N. E. 102nd Avenue as far south probably as Halsey Street, had a natural slope in the same general direction. Sandy Boulevard seems to cut across the natural drainage with a very considerable slope to the northeast from N. E. 82nd Avenue to about N. E. 99th Avenue and a somewhat lesser but still perceptible slope to the east from 99th Avenue to 122nd Avenue.

There is no information before me to indicate that the natural point or points of discharge of the surface water resulting from rainfall at Sandy Boulevard have been substantially changed by any action of Multnomah County. I assume that by virtue of development of the area south of Sandy Boulevard, the flow of surface water has probably been considerably accelerated; that part of this acceleration was due to the hard surfacing of streets and roads, including county roads, and that some of it is probably due to the erection of houses and other structures upon the land.

I assume that Sandy Boulevard, as originally constructed and as it now exists from N. E. 82nd Avenue to N. E. 122nd Avenue is probably on a sufficient fill to constitute a dike or levee across the natural drainage in the area and that sufficient culverts have not been installed underneath Sandy Boulevard to permit the drainage of the surface waters resulting from rainfall to continue in the natural direction of their flow, that is, to the north-north-east.

If the foregoing assumptions of fact are correct, it is my opinion that the drainage problem now existing along Sandy Boulevard in the area mentioned in your letter is one resting entirely with the State Highway Commission rather than with Multnomah County.

Yours very truly,

CHARLES E. RAYMOND
District Attorney

By
C. W. Poore
Deputy District Attorney

CWP:lc

RECEIVED
NOV 10 1961
FOR FILING

November 10, 1961

Board of County Commissioners
of Multnomah County
County Courthouse
Portland, Oregon

Gentlemen:

You will perhaps recall that we have had some discussion with regard to a co-operative project for the correction of a bad drainage situation in Parkrose. The corrective action contemplated is the installation of a storm drainage system along Sandy Boulevard that will accommodate drainage from all tributary territory, part of which is a responsibility of the State, and part, of the County. Previous discussions have been on the basis of a reconnaissance-type plan. We have now completed a field location and preliminary plans and estimates have been furnished Mr. Northrop.

The project from 82nd to 122nd is estimated to cost $383,300; however, it is only intended that the most critical area, from 99th to 106th, be constructed as a first stage of the project. This segment, along with the necessary outfall along 109th, is estimated to cost $293,000.

Water contributed to the system would be 38 per cent contributed from lands that are a State responsibility and 62 per cent from lands which are a County responsibility. However, in the interest of getting a co-operative agreement with the County for the solution of this most troublesome problem, I am prepared to recommend to the Highway Commission approval of an agreement that would provide for participation in construction and operation on a 50-50 basis.

The cost of an outfall along 122nd has not been included in our location survey. This outfall should be located by the County and constructed as part of its improvement of 122nd to the north. Participation in the costs should be on the 50-50 basis hereinbefore set forth.

Will you please give the foregoing your consideration and advise us of your decision.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:fp me

cc Paul Northrop
W. C. Williams
Tom Edwards
L. I. Lindas
R. L. Porter
A. E. Johnson H. S. Cox

PARK ROSE STORM SEWER
COMPARISON OF ESTIMATES

UNIT		WHOLE COST	STATE COST	COUNTY COST	STATE %	COUNTY %	
#I	82nd to 99th Ave.	$115,600	$104,300	$ 11,300	90	10	
#IIa	99th to 108th Ave.	106,600	68,100	38,500	64	36	Location Estimate
#IIb	105th Ave. Outfall	98,400	57,200	41,200	58	42	
III	109th to 122nd Ave.	62,900	46,500	16,400	74	26	
	Total Cost	$383,500	$276,100	$107,400	72	28	
#I	82nd to 99th Ave.	$ 85,800	$ 75,700	$ 10,100	88	12	
#IIa	99th to 108th Ave.	76,400	41,500	34,900	54	46	
#IIb	105th Ave. Outfall	92,400	49,500	42,900	54	46	Reconnaissance Estimate
#III	109th to 122nd Ave.	--49,500	32,000	17,500	65	35	
	Total Cost	$304,100	$198,700	$105,400	65	35	

	Recon Est.	Loc. Est.
#I Drainage Exc.	$ 11,957	$ 20,651
Structures, pipe, etc.	31,604	45,382
Cut and restore pavement	7,933	30,324
	$ 71,494	$ 96,357
+ 20%	85,800	115,600
#IIa Drain Exc.	12,613	16,767
	46,878	55,800
	4,188	16,266
	$ 63,679	$ 88,833
+ 20%	$ 76,400	$106,600

PARKROSE SEWER
COST DISTRIBUTION
STATE 32%
COUNTY 68%

	UNIT	COST All C.F.S.	(NET)	C.F.S State	CFS County	% State	% County	Cost State	Cost County	32% Cost State	68% Cost County
#I	82nd to 99th Ave.	$115,600	48.8	27.5	21.3	56.4	43.6	$ 65,200	$ 50,400	$ 37,000	$ 78,600
#IIa	99th to 108th Ave.	106,600	89.8	12.3	77.5	13.7	86.3	14,600	92,000	34,100	72,5
#IIb	105th Outfall	98,400	89.8	12.3	77.5	13.7	86.3	13,500	84,900	31,500	66,900
#III	109th to 122nd Ave.	62,900	30.6	14.0	16.6	45.8	54.2	28,800	34,100	20,100	42,800
	TOTALS	$383,500	169.2	53.8	115.4	31.84	68.16	$122,100	$261,400		
			NOTE: Use			32%	68%				
										$122,700	$260,800

Portland, Oregon
October 20, 1961

Mr. Tom Edwards
Construction Engineer
Salem, Oregon

Parkrose Storm Sewer
Sandy Boulevard
Multnomah County
Survey Prefix: 26-1403

At your request I have contacted the Multnomah County Engineer's office and have gone over with them our proposed plans for the Parkrose storm sewer along Sandy Boulevard. Multnomah County concurs with our proposed location of the 105th Street outfall as shown on the plans submitted by C. T. Kenagy and will handle the particulars necessary in getting the 2-inch gas main moved. In talking with Mr. Brown, Construction Engineer, and Mr. Howard Huget of the Multnomah County Road Department, they expressed the desire that traffic be maintained on 105th Street and access via driveways to homes adjoining 105th Street be disturbed as little as possible. To cause as little inconvenience as possible, they agreed that the proper location of the outfall would be outside the traveled area of 105th Street. They expressed one other reason for not placing the storm sewer within the traveled area, in that during construction of 105th Street they experienced much difficulty in stabilizing the roadbed and now think it would be unwise to disturb the existing roadbed by excavating for the proposed sewer outfall.

I also discussed with them the drainage areas considered in our computations and asked if the County had a future plan for installation of a storm sewer system in the Parkrose area between Sandy Boulevard and the Banfield Freeway. They informed me that they had no such plans at this time.

We also discussed the obtaining of a PUC permit for the railroad crossing of the 105th Street outfall, and it was the County's opinion that the State Highway Department should handle this.

When I was in Salem last we were discussing the advisability of tunneling under the railroad signal block with an extension of the tunnel which would have to be built beneath the railroad tracks. We have checked the railroad signal footing and find it to be 1.7' x 1.7' x 3' in depth. The elevation of the top of the footing is 0.22' below a T.B.M. established on a bolt on the signal. This T.B.M. will be listed in the level notes. It would appear from the dimensions of the footing that extending of the tunnel under the railroad would be a satisfactory plan and would eliminate the problem of moving the signal block.

ESH/lh
cc: C. T. Kenagy

E. S. HUNTER
Assistant Division Engineer

RECEIVED
SEP 6 1961
FORM E-30X—50M—6-58—12046
FOR FILING

126-1088.1

6188

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1961

SUBJECT: Parkrose Drainage File

Returned Nov. 61. L.

To:

Mr. L. I. Lindas
Chief Counsel
Office

On August 18 Adele received an inquiry from Florence Neavoll in Mr. Cooper's office concerning the above-captioned file. It seems that she had received a call from the General Files office. Florence apparently thinks the file was given to me. This file could not be found among any of my data. However, I am the last one to suggest that the file was never in my hands, but for the life of me I cannot recall for what purpose it might have been used in my office.

In this connection, I stopped in the General Files and talked with Phyllis Zabinski. Her records indicate that the file was originally charged to Mr. Cooper's office with a later notation by Florence Neavoll that the file had been turned over to Charles Peterson. The only possible connection that can be recalled is my accompanying visit with you and one of the engineers to the office of the Multnomah County Road Master in Portland. This occurred perhaps a couple of months ago. The purpose of the visit was a general discussion of the drainage problem in the community of Parkrose. Could it be that at that time the file referred to by Florence Neavoll was taken by one of us to Portland for use during that conference?

Other than this "lead," I can presently think of no other approach.

CHARLES PETERSON
Chief, Trial Section

CP:ap

cc Florence Neavoll
Phyllis Zabinski ✓

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FOR FILING

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8-24-61

NOTE
W. C. WILLIAMS

LOCATION PROSPECTUS
PARKROSE STORM SEWER
82ND AVENUE-122ND AVENUE
SANDY BOULEVARD and N.E. PORTLAND HIGHWAYS
MULTNOMAH COUNTY

The following prospectus is submitted concerning the above-mentioned sections of Sandy Boulevard and Northeast Portland Highways. Sandy Boulevard to N.E. 99th Avenue is a State Primary Facility. Northeast Portland Highway is a State Secondary Facility. Both highways are on the Federal Aid Primary System. This portion of either highway is not on the throughway system. The westerly terminus is at 82nd Avenue on Sandy Boulevard-The East City Limits of Portland. The easterly terminus is at 122nd Avenue on Northeast Portland Highway. The total overall length is 2.10 miles.

This will be a location survey to prepare plans, specifications, and estimates for the installation of storm sewers along Sandy Boulevard and Northeast Portland Highway, in the community of Parkrose.

The general route follows along Sandy Boulevard and Northeast Portland Highway and will be limited to an area 80 feet north of centerline to 180 feet south of centerline, the full length of the project. Reconnaissance has been performed and completed by the Division Office. Soils investigations will be conducted in those areas that require said exploration. Special drainage studies will be made during the survey. An economic analysis is not necessary.

This project is to be located in three units, i.e., 82nd Avenue to 99th Avenue, 99th Avenue to 108th Avenue, and 108th Avenue to 122nd Avenue. Unit 2 (99th Avenue to 108th Avenue) is to be developed first, together with the outfall on 105th Avenue. An additional outfall near 122nd Avenue will be investigated at a future date.

Agreements will be necessary with Multnomah County.

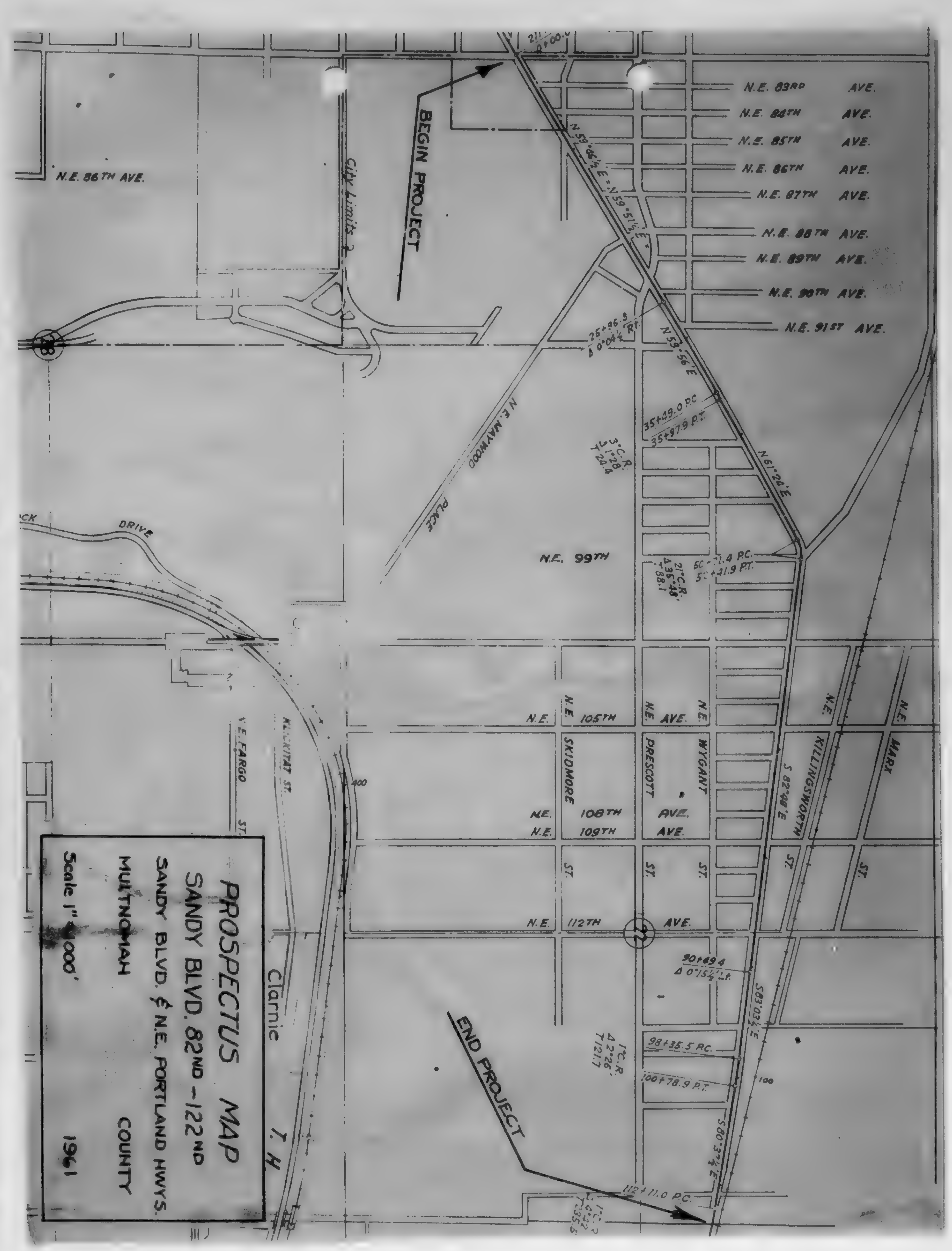
This survey is for the design and installation of storm sewers only; therefore, the customary paragraphs of a prospectus do not apply.

August 24, 1961

Attach.

RECEIVED
AUG 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (2)



PROSPECTUS MAP
SANDY BLVD. 82ND – 122ND
SANDY BLVD. & N.E. PORTLAND HWYS.
MULTNOMAH COUNTY
Scale 1" [illegible]000' 1961

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AUG 4 1961
FOR FILING

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
[illegible] S.E. MORRISON
PORTLAND 14, OREGON

NOTED
W. C. WILLIAMS

August 2, 1961

Oregon State Highway Department
State Building
Salem, Oregon

Attn: Mr. Tom Edwards, Construction Engineer

Gentlemen:

The Board of County Commissioners has agreed to join with the State in attempting to correct the drainage situation along Sandy Blvd. as covered in your letter to us of July 10, 1961.

We are still of the opinion that while the percentage shown to be paid by the County on the outfall is correct in so far as this particular section is concerned, when the rest is added to it the percentage is then incorrect.

This however does not need to hold up planning of the project because I am sure we can work it out satisfactorily.

Very truly yours,

P. C. NORTHROP
Roadmaster

PCN/ms

RECEIVED
AUG 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
1961
NOTED- ☐ ☑ ☐ ☐ ☐

Sent copy to Mr. [illegible].

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JUL 21 1961
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611

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1961

SUBJECT: Sandy Boulevard Drainage
82nd to 122nd Avenues

To:
MEMO TO THE FILES

A meeting was held July 19 with Mr. Northrup, County Engineer for Multnomah County, to discuss the various aspects of a three-stage drainage project from 82nd Avenue to 122nd.

The State-County responsibility in this was discussed and it was decided that, in principle, each should bear a proportionate share of the corrective action made a part of one of the three projects in proportion to the water contributed creating the problem. Mr. Northrop said that he would recommend to the Board of County Commissioners participation toward the solution of this problem.

The outfall from Sandy Boulevard to Columbia Slough along 122nd was discussed and Mr. Northrop pointed out that the County was presently planning an undercrossing of Sandy at 122nd and that they would have to supplement and revise the outfall sewer presently running northerly along 122nd and he suggested that in the new construction proposed the County lay a pipe of sufficient size along 122nd to accommodate water tributary thereto on Sandy Boulevard from 108th to 122nd and that the extra cost be a credit in the County's favor on the County share of the sewer system from 108th to 122nd, these costs being roughly equal. It was pointed out to Mr. Northrup that the area from 108th to 122nd was not critical at the present time and that it would be built at such time as it did become critical.

Mr. Northrop also asked for clarification of the County's percentage of contribution on the section from 82nd to 99th and the 99th to 108th. It was agreed that in both these cases that financial participation in the project should be in proportion to the water contributed to the system and that the pumping charge imposed by the Peninsula Drainage District should be pro rated on the same basis.

Mr. Northrop was advised that the estimates and design which had been furnished him were on a reconnaissance basis only and he suggested that the State proceed with a survey and making up plans and that the County would participate in this survey.

It was pointed out to Mr. Northrop that the area of immediate interest which was the most critical at this time and which the State intended to build as an initial unit was that section from 99th to 108th along with an outfall northerly along 105th, which outfall would be built to a capacity to accommodate all drainage from 82nd to 108th.

It is believed that a survey should be started immediately on the entire project.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Mr. Paul C. Northrop
Roadmaster and Engineer
Multnomah County Division of Roads and Bridges
2115 S. E. Morrison Street
Portland 14, Oregon

Forrest Cooper
A. E. Johnson
H. S. Cox

RECEIVED
JUL 10 1961
FOR FILING

July 10, 1961

Mr. Paul C. Northrop
Roadmaster and Engineer
Multnomah County Division of Roads and Bridges
2115 S. E. Morrison Street
Portland 14, Oregon

Dear Mr. Northrop:

A serious drainage condition exists along Sandy Boulevard which is in need of correction, in the particular area of 99th to 109th Street.

During the improvement of Sandy Boulevard to highway standards, a storm sewer system was installed to collect and discharge drainage waters from Sandy Boulevard itself. Growth and development in the area southerly of this street have resulted in collection and discharge of an excessive amount of water along county roads and streets onto Sandy Boulevard.

Complete separation of the problems of Multnomah County and the Highway Department with respect to handling this drainage cannot be achieved. We have, therefore, prepared designs as outlined on the attached map which indicate handling these storm sewers on a joint basis. The project outlined is estimated to cost $169,000, of which the County's portion is estimated to be $78,000. An agreement may be prepared which will delineate the responsibilities of both parties with regard to construction of and payment for the facilities and for the assumption of the pumping charges, since each party is legally responsible to the Peninsula Diking District.

We solicit the County's approval of this proposal, after which the matter will be presented to the Highway Commission for its consideration.

Attached, in addition to the map, are copies of the estimates and computations of the projects involved.

Very truly yours,

W. C. Williams
State Highway Engineer

(Construction) me
Encl.

cc Forrest Cooper
L. I. Lindas
Tom Edwards
R. L. Porter
C. G. Swanson
A. E. Johnson

RECEIVED
8 1961

FOR FILING
126-1088

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1961

SUBJECT: Drainage Problem at Parkrose
Sandy Boulevard

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

In accordance with your instructions of February 9, we have made a study of the drainage situation along Sandy Boulevard from 99th to 122nd. You will recall that this was the subject of a letter from the firm of Attorneys Morton and Dupuy written to Mr. McIver December 29. This firm of attorneys was representing Fred M. Kruse.

Our investigation of the matter discloses that the problem area in which flooding occurs across Sandy Boulevard is between 99th Avenue and 109th. This is an existing problem with indications that that area lying between 109th and 122nd will become a problem in the not too distant future. The flooding situation on this strip of road has become progressively worse during the years due to the build up in the area of the business and residential properties.

There is in existence from 99th Avenue to a point midway between 107th and 108th, an existing 12-inch concrete sewer on the southerly side of Sandy which was installed by the State Highway Department. Easterly of this point there is a 15-inch sewer out to 112th and easterly of 112th is an 18-inch concrete sewer. At the time these sewers were installed, they were probably adequate but subsequent development of the area has made them totally inadequate from 99th to 109th.

Submitted herewith a 1"=50' map on which is shown in blue the drainage flowing into Sandy Boulevard along existing streets from the south. It is quite evident from the discharges shown that the problem which is complained of originates off of State highway right of way and basically should be the problem of some other agency.

We have estimated the cost of installing a sewer which would be capable of handling all of the water coming upon the State highway. It is contemplated that this sewer would be installed parallel to the existing sewer and be removed from the highway right of way by a trunk line down 105th to Columbia Slough. The reconnaissance-type estimate for this installation is $100,000 and would correct the situation between 99th and 109th.

This flooding along Sandy has been a problem as early as 1937.

Attached hereto is a copy of a condensation of correspondence and reports that have been made previously. It has been suggested several times to people complaining that the solution to this problem was for form a drainage district, the cost of which should be borne by all benefited with the Highway Department participating. The problem has now reached such serious proportions that it does not take a very high intensity rain to cause some flooding along Sandy Boulevard.

You are no doubt familiar with the fact that all of the water collected and disposted of in Columbia Slough is covered by an agreement with a drainage district to which we pay a pumping charge to boost the water over the dike. This agreement further provides that additional water placed in the slough by the Highway Department will be subject to a proportional charge.

The course of action recommended by this office is to approach Multnomah County with a view to setting up a cooperative project for the correction of the problem from 99th to 109th on the basis that the State would construct the collection system along Sandy Boulevard and convey it to the north side of the highway. The County would then be obligated under this agreement to build a trunk 42-inch sewer to discharge into Columbia Slough. This would result in an approximate 50-50 division of costs and relieve the State of a pumping charge. This recommendation is made in view of the fact that I believe it would be hard to form a drainage district in which all of the people would participate. Drainage as far southerly as Fremont is tributary to the Sandy Boulevard trouble and it is hard to conceive that the people in the more southerly portion of this area at the higher elevations contributing to a drainage district to correct the situation. Attached hereto is a small sketch map which shows the drainage area tributary to Sandy.

The area from 109th to 122nd has not become critical yet but will in the next few years. The collection system for the correction of the drainage in this section will cost about $40,000. Additional costs will be necessary for a trunk to extend northerly along 122nd to Columbia Slough.

A quad sheet is also attached showing the topography in this area. These maps are the only ones we have and should be returned to the Construction Department for filing.

We are submitting a detailed report from Division I along with copies of estimates.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

Portland, Oregon
February 28, 1961

Park Rose Drainage Problem
Sandy Blvd. Section
Multnomah County

Mr. Tom Edwards
Construction Engineer

Attention: L. H. Young

In answer to your letter date February 9, 1961, the enclosed recommendations together with the following supporting data are submitted;

(1) 1 Print Plan & Profile, Scale 1"=40', showing both existing storm sewer installations and recommended installations.

(2) 1 Sheet Mt. Tabor Quadrangle.

(3) Small Scale Sketch Map indicating in colored pencil the run-off areas considered, together with attached area computation sheets.

(4) 1 Folder Computation Sheets.

The problem area in which water ponds to a depth greater in height than the curbs actually extends throughout the area between 99th Ave. and 109th Ave. The reason for the intensity of the problem today is that the area lying south of Sandy Blvd. is rapidly being developed as a residential area, and the run-off intensity is thereby increased. Undoubtedly very little trouble was experienced 20-25 years ago and the existing storm sewer system probably handled the drainage adequately except at times when a 25 year frequency storm occurred. This is not the case today, as the street floods only after a short period of heavy rain.

On Tuesday, February 21, I made a field inspection of the area with computed run-offs in hand. This field inspection justified the computed run-offs to the extent that where computations showed a great intensity of water coming down the side streets, the field inspection also revealed a large amount of water at these locations. The computed discharges of all the surrounding properties lying south of Sandy Blvd. is indicated in blue on the plan and profile. This run-off concentrates in the ditches of the side streets. Most of these ditches are little more than a low area at the edge of the shoulder. To illustrate the amount of water coming down various side streets to Sandy Blvd., I give you the following observations made Tuesday, February 21.

99TH STREET:

A stream of water 2½' in width and 1½" in depth was flowing along each side of 99th and ponding at the junction with Sandy Blvd. Indicated by red dots on the colored sketch map are the locations of sumps. On 99th Ave. there are nine sumps which, although they will take water, are inadequate to handle the flow. The streams of water which reach Sandy Blvd. are, therefore, over and above the capacity of these existing sumps.

102ND AVENUE:

February 21 a stream of water 4' wide and 2" deep was flowing down the west side and reaching Sandy Blvd. On the east side of 102nd Ave. a stream 2' in width and 3/4" deep was flowing down to Sandy Blvd. There are no existing sumps along 102nd Ave.

107TH AVENUE:

The discharge of 107th Ave. to Sandy Blvd. is very heavy in that properties lying south of Wygant Street are collected in the southerly ditch of Wygant Street and the grade of the street is such that the water all collects at 107th Ave., runs over Wygant St., and down 107th Ave. to Sandy Blvd. On February 21 a stream of water 3' wide and 2½" deep was running along the east side of the street down to Sandy Blvd.

The area between 106th Ave. and 107th Avenue is a sag vertical and all the water unable to enter the existing catch basins on Sandy Blvd collects in this area, creating a large pond extending from approximately 104th Ave. to 109th Ave.

In order to determine the areas of responsibility for the relief of this drainage problem, we have calculated the quantities of water the existing storm sewer system will handle. These calculations are broken down by blocks and are indicated on the plan and profile in red. For the purpose of comparison with these figures, the discharge of Sandy Blvd. between curbs was calculated and broken down by blocks. The curb to curb discharge for design purposes is indicated on the plan and profile in green. As can readily be seen, the curb to curb street discharge exceeds the capacity of the pipe at 102nd Ave. The runoff factor used for the street was 0.90.

From 102nd Ave to 112th Ave the street discharge continues to exceed the existing sewer capacity. At 112th Ave the existing line changes from 15" to 18" pipe and the existing 18" will handle the street discharge down to Station 309+50. At Station 309+50 there is an existing manhole and a grade break in the sewer line. From the manhole to 122nd Ave the sewer line is on a flatter grade and the capacity is reduced from 9 c.f.s. to 5.8 c.f.s. due to this grade change. The existing sewer line is inadequate to handle the street discharge from Station 309+50 to 122 Nd Ave.

In order to prove exactly how inadequate the existing sewer system is, one other quick calculation was made. This computation included curb to curb drainage on Sandy Blvd. plus areas directly adjacent to Sandy Blvd. usually considered, as they are mostly roof tops and usually drain into the street. The contributing areas considered were a strip of property 180' in width on the southerly side, and 80' in width on the northerly side. Both distances are measured from the center lin on Sandy Blvd. The discharges of these areas are indicated in yellow on the plan and profile. The yellow figures represent the quantity of water that must be carried ahead of the point where the figures are written to the point where the next figure is indicated. As can be seen by comparing the yellow figures against the red figures, the existing storm sewer is adequate between 99Th and 100Th Ave. The existing storm sewer is inadequate for the entire distance between 100Th Ave. and 122Nd Ave.

Two alternate plans were considered to relieve the condition between 99Th Ave. and 109Th Ave. One plan involved constructing an outfall to Columbia Slough at 101St Ave, and another at 105Th Ave. Also included in this estimate were lateral lines along Sandy Blvd., manholes, and additional catch basins for the purpose of gathering the excess water over and above that the existing line would carry and transporting it to the outfalls. The cost of this alternate was $105,600. The other alternate involved constructing one outfall at 109Th Ave. with necessary lateral lines along Sandy, catch inlets, and manholes at an estimated cost of $99,600. This alternate is recommended due to the lesser cost and is shown on the plan and profile in red. No costs for R/W are included in either estimate as the pipes are to be installed on public street R/W.

The lateral lines and outfall of the recommended plan are large enough to accommodate all the contributing drainage areas lying south of Sandy Blvd. The people in the community should form a drainage district extending southerly to Fremont St. This is a large area and probably no move this large will take place in the near future. Now comes the problem of how to get the water into the pipe at streets where the flow is very heavy. One solution to this problem would be to stub a pipe from the manhole up the side streets where the greatest flow occurs. At the inlet end of these stubs a flared inlet with grate could be constructed and the inlet ditch improved so as to direct the water into the grate. These pipe stubs could then be extended along the streets and be utilized as sewer lines if and when a sewer system is developed in the community.

Since the problem of flooding is between 99Th Ave and 109Th Ave., it is recommended that this installation be installed in the near future. The improvement of the existing easterly of 109Th Ave should be postponed until final plans for the extension of 122Nd Ave are finished. Drainage and nuisance from flooding along this stretch of Sandy Blvd. are not serious at the present time.

but will undoubtedly increase in severity as surrounding properties are developed. A proposed plan to relieve this future problem is indicated in red on the plan and profile. Discharge quantities which must be carried to the existing outfall at 122 Nd Ave are shown in purple. By comparing these figures with the red figures, which are the capacity of the existing line, it can readily be seen that the existing line is adequate to carry the flow from 108Th Ave to 110Th Ave. From 110Th Ave easterly, the existing line is inadequate and a supplimentary system should be installed. This system is indicated on the map and the estimate of cost if $40,800, not including an outfall pipe. It is recommended that the outfall for this system be installed at 122Nd Ave, but the design of this outfall would have to take into consideration the extension of 122Nd Ave together with the on-and-off ramp proposed. The existing Multnomah County outfall is 27" in diameter and would undoubtedly be unable to handle the additional flow from our supplimentary system and the 122Nd Ave flow. If a new outfall is to be constructed in conjunction with the 122 Ave improvement project it should be large enough to accomodate our relief line which will handle all the adjacent properties draining toward Sandy Blvd. The construction of both outfalls, necessary lateral lines, etc., appears to be of mutual benefit and responsibility of the State Highway Department, Multnomah County, and the property owners which realize benefit from this improvement. As far as the outfall for 105Th Ave is concerned, it would seem that the practical way of handling financing would be the formation of a drainage district who would pay a percentage toward the construction of drainage facilities. Multnomah County and the State of Oregon would both gain benefits from this installation and should also pay part of the construction costs. The immediate need is for the outfall at 105Th Ave and it would seem that a fair rate of participation would be 60% for the proposed drainage district and 20% each for the County and the State of Oregon.

The enclosed estimates and supplorting data were made on a reconnaissance basis and should in no way be taken to represent a final design. A complete survey of the entire area would be necessary to prepare actual construction plans and a final estimate of cost.

E. S. HUNTER
Assistant Division Engineer

ESH:t

RECEIVED
FEB 17 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
February 9, 1961

Drainage problem
Parkrose

Mr. Tom Edwards
Construction Engineer
OFFICE

I am handing you a copy of a letter from Morton & Dupuy, Attorneys at Law, Portland, to Mr. McIver which refers to a drainage problem in Parkrose. Also attached is a copy of a picture sent by Morton & Dupuy.

It is my recollection that there have been some studies made of this area in connection with Multnomah County.

I suggest that you dust-off what we may have in the files and make whatever investigation that you deem necessary and give me a report and recommendation.

As I recall, this matter has in the past always been considered a joint responsibility of the State and the County.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
JOHNSON

126-64

Salem, Oregon
February 9, 1961

SUBJECT: Parkrose Drainage Problem

To:

Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

We have a copy of a complaint regarding a drainage problem out in the Parkrose District, said complaint having been made by Morton and Dupuy representing a Fred M. Kruse a property owner in this area. Forwarded herewith is a copy of the letter of complaint along with a request from Mr. Cooper to resolve the matter.

In this connection, will you please make a study of the conditions referred to and furnish this office with a map of suitable scale (1"=400' or quarter section map) showing the drainage areas and drainage installations in place along with recommendations and estimates of a reconnaissance nature which would be necessary to correct this condition.

I am having the files searched for past correspondence which bears upon this condition and will have the information available to combine with your report when you submit the same.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Jack Rowland

Parkrose Chamber of Commerce INC.

[illegible] N.E. SANDY BLVD. • PARKROSE [illegible] OREGON

Jan. 31, 1961

Mr. A. E. Johnson
Division Engineer
Oregon State Highway Commission
P. O. Box 4699
Portland 2, Oregon

Subject: Traffic Hazard

Dear Mr. Johnson:

Our organization wishes to report a traffic hazard and to request your consideration of correcting this problem.

During heavy rain storms, rain water drains onto Sandy Blvd. in such quantities that for a distance of several blocks the water is as high or higher than the curb, and automobiles driving through the Parkrose area, through the water, are stalled. The troubled area is from 101 or 102 eastward along Sandy Blvd. to approximately 108 or 109th, with the worst area being between 105th and 106th.

Usually when this flooding occurs, the sheriff has 2 cars parked on Sandy, re-routing traffic around this area in order to keep traffic moving.

When cars are able to get through the water, they splash water for considerable areas, blinding oncoming cars drivers and also tossing water onto the sidewalks and drenching any pedestrians as well as "watering" the store fronts.

This condition seems to be getting worse each year. This year, for instance, we have had flooding conditions which are noticeably worse than in previous years. As you undoubtedly know, 102nd & Sandy is flooded curb to curb during almost any good storm, and has been for several years. Now, we are getting this same condition at 103 and 104, as well as the "lake" at 105 to 106. This fall, we have had rain water flowing into the store buildings (there are a drug store, bakery, a couple of empty stores, a dress shop and a hardware store in one block and a paint store, cleaning shop, barber shop, garage, jewelry, tavern and sport goods store in the 2nd block, which suffer most under these conditions) as much as 2 inches deep.

Your suggestions, comments and recommendations for alleviating this hazard would be appreciated.

Very truly yours,

PARKROSE CHAMBER OF COMMERCE

E. M. MORTON,
HOWARD M. DUPUY, JR.

MORTON & DUPUY
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND 4, OREGON

REFERRED TO
Cooper
By State Highway Engineer

Please expedite a
1/D reply

December 29, 1960

"Initial."

I forgot to give you
this letter last meeting
MMcM

Mr. Milo McIver
Commerce Investment, Inc.
Commerce Building
225 SW Broadway
Portland 5, Oregon

Dear Mr. McIver:

The enclosed picture is one of many that we have showing the condition on Sandy Boulevard in Park Rose every time we have a heavier than usual rain. This condition has existed and grown worse for quite a number of years, the latest incident occurring within a month, to wit, on November 24, 1960 and again on December 18, 1960. Muddy water overflows sidewalks, into stores, disrupts business, and leaves a very bad mess to clean up. Complaints to the Highway Department and to the County have had no effect. Blame is placed by the Highway Department on the County, and by the County on the Highway Department.

The best information that we have is that the drain was installed 40 years ago before Sandy became the State highway, and before the area was improved as it now is.

We are addressing you because, in the first place, other complaints have received no attention, and because we feel that the Commission is entitled to direct notice of the distressing condition. We are writing also in the hope that the Commission will interest itself in giving Park Rose relief.

Our immediate client is Fred M. Kruse, a long time landowner and landlord of business properties in the affected area.

We shall appreciate being informed of the Commission's position when it has had time to look into the matter.

Yours very truly,

MORTON & DUPUY

By E M Morton

Enclosure
EMM/R

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[illegible]

RECEIVED
[illegible] 1960

FORM [illegible] 22125

FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1960

SUBJECT: Hazard of High Water on Sandy Blvd. During Storms

To:

P. M. Stephenson
Assistant State Highway Engineer

Attached is a copy of a letter from A. E. Johnson dated June 15, 1960, transmitting a letter from the Parkrose Chamber of Commerce dated June 2, 1960, relative to the hazard involved in high water which floods Sandy Boulevard in the vicinity of 105th and 108th Avenue during heavy storms.

This matter has been before the Highway Department several times during the last few years. In 1954 some additional culverts were installed to improve drainage across the highway and apparently the highway culverts are adequate. The solution of the problem will no doubt involve extensive outlet ditching to drain the entire area. This could involve one, two, or three pipe drains running some 2,000 feet north to the first slough.

This is not the responsibility of the Highway Department, alone, but of the entire area involved and one probably most equitably handled by the formation of a drainage improvement district. This solution has been suggested several times; however, no one has been found to assume the initiative in the formation of such a district.

Possibly it would be well for us to consider the raising of the highway grade at this location inasmuch as there appears to be little possibility of the formation of a drainage improvement district. If the grade is raised the highway may still be subject to minor flooding in extreme storms, but the hazard would be nowhere near as great as it is under the present circumstances. Should accidents occur under the present conditions there could be serious public criticism of the Department with little opportunity for us to defend ourselves.

In 1954 there was an estimate made of the cost of raising the highway grade above the high water level, but this project was not undertaken pending an appraisal of the results of the additional culverts installed at that time. The cost of raising the pavement was estimated at $48,000 in 1954. This cost would probably be more at this time due

NOTED
P. M. STEPHENSON

to increased costs and possibly increased width that would now be required.

We do not know the cost of constructing adequate outlet ditches so that we are unable to compare that cost with the cost of raising the grade. We suggest that an investigation be authorized to arrive at the preliminary cost of the two alternate plans before any commitments are made.

I. A. DeFrance
Maintenance Engineer

IAD:je

Enclosure

CC: A. E. Johnson

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 15th, 1960

SUBJECT: N. E. Sandy Blvd.-Parkrose Drainage

To: I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

Enclosed herewith is a letter from Mr. Paul D. Horne, Secretary of the Parkrose Chamber of Commerce, regarding drainage water on Sandy Boulevard in the Parkrose area, particularly between 105th and 108th Avenue. Mr. Horne enclosed a tear sheet from the Parkrose Enterprise dated June 11, 1958, showing storm waters during flooded conditions at that time, which was two years ago.

This drainage problem at Parkrose has been a subject of periodic inquiry by the Parkrose Chamber of Commerce, and for your information, I enclose copies of letters written by Mr. W. W. Stiffler under date of May 27, 1953 and August 14, 1956. As far as I know, the same conditions exist at this time, although drainage problems have probably been aggrevated since then by more recent developments in the Parkrose area. I believe the solution is the same as contained in both of Mr. Stiffler's previous letters.

Since the only apparent solution would involve a survey, it is requested that Mr. Horne be answered by your office, and it is further recommended that he be given the same information as was contained in Mr. Stiffler's previous letters.

Original Signed by A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:w
Encl.
cc: E. E. Johnston

Parkrose Chamber of Commerce

10338 N. E. SANDY BLVD.
PORTLAND 20, OREGON

June 2, 1960

Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Subject: N. E. Sandy Blvd.
Traffic Hazard

Gentlemen:

The Parkrose Chamber of Commerce wishes to take this opportunity to request your consideration of a traffic hazard on Sandy Blvd. in the vicinity of 105th Ave. to 108th Ave., approximately.

During heavy storms, rain water drains onto Sandy Blvd. in such quantities that for a distance of 3 or 4 blocks the water is as high or higher than the curb, and automobiles driving through the Parkrose area, through the water, get stalled. At least two different times the sheriff had re-routed traffic around this area in order to keep traffic moving. This took at least 2 cars off more important duties.

Also, when cars are able to go through the water, they splash water for considerable areas, and it usually drops back either on pedestrians or on the store fronts, or both, on one side and on MOVING cars on the other.

This traffic hazard is getting worse each year, it seems.

Your suggestions, comments and recommendations would be appreciated, for alleviating this hazard.

Thank you.

Very truly yours,

PARKROSE CHAMBER OF COMMERCE

Paul D Horne

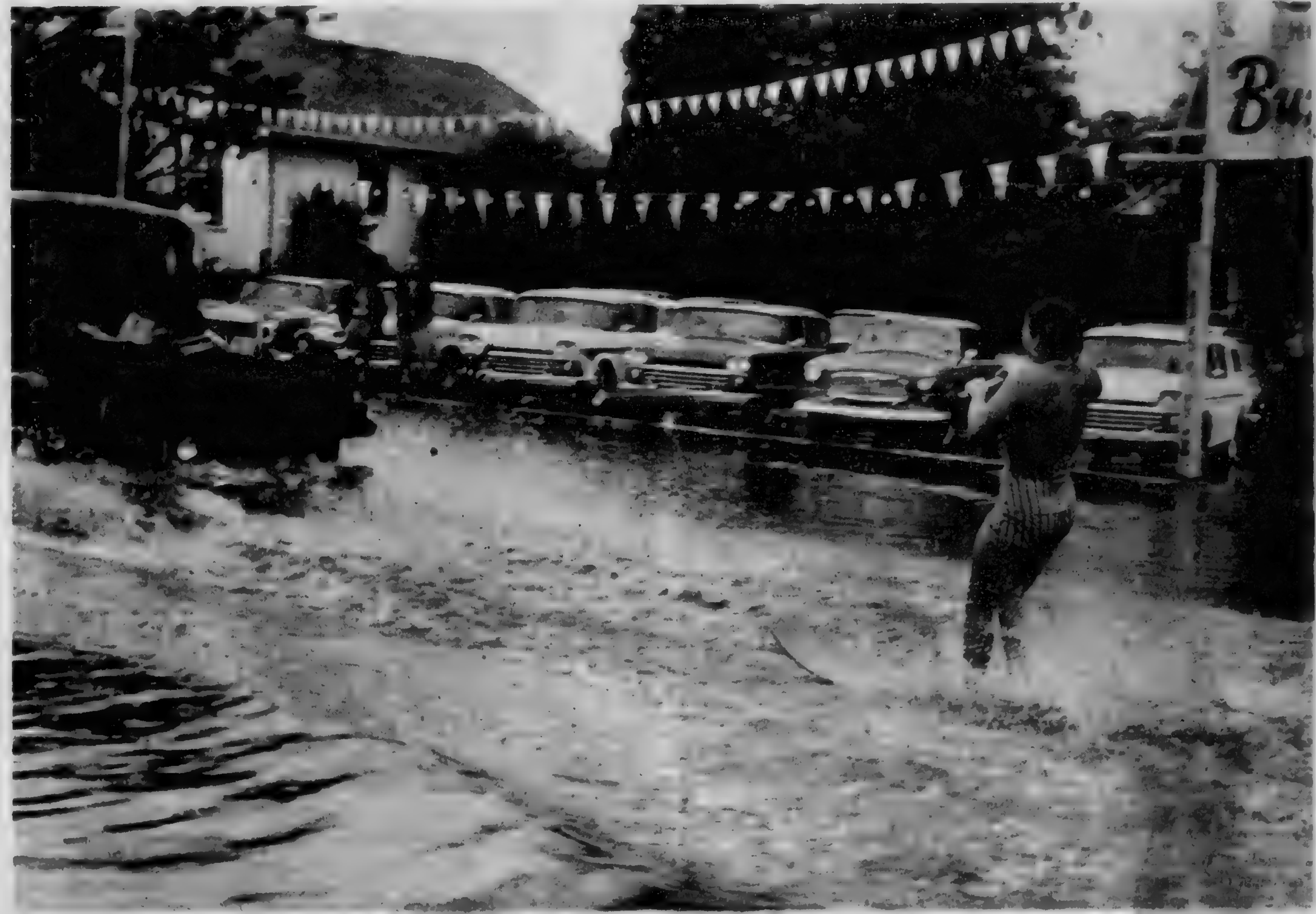
Paul D. Horne, Sec'y.

P. S. Enclosed is a tear sheet from the Parkrose Enterprise, and this shows a picture of conditions during one particular rain storm. Of course, this is only one time, but the conditions have not been changed so it happens every time we have a "good" storm.

P. D. H.

NOTED
[illegible]

Water Skiing On Sandy Not Much Fun For Merchants



Merchants on Sandy boulevard are not as enthusiastic about water sports as expert water skier, Carolyn Montgomery, 18, of 4221 N. E. 105th avenue — at least not when the recreation area is flooding their doorways. A cloudburst Friday morning, June 6, flooded Sandy boulevard at N. E. 105th avenue to a depth of two feet. William A. Vale, whose jewelry store is located at 10622 N. E. Sandy boulevard, caught the above photo as Carolyn skimmed down the "streat" behind truck driven by Art Israelson.

RECEIVED
OCT 30 1956
FOR FILING

October 30, 1956

Ruth Mackenzie, Secretary
Parkrose Chamber of Commerce
10332 N. E. Sandy Boulevard
Portland 20, Oregon

Dear Madam:

Reference is made to your letter of October 17 to the attention of the State Highway Department, relative to drainage problems affecting the Parkrose Community, which Mr. Glaisyer acknowledged under date of October 18.

The disposition of surface waters, resulting from intensive concentrated rainfall, has been quite a problem, although of short duration - usually a matter of hours, since 1951.

In 1937, the Highway Commission constructed a storm sewer on the southerly side of the highway, extending from the intersection of Columbia Boulevard at 99th Street to 122nd Street, discharging these storm waters into a conduit owned and operated by the Multnomah Drainage District. We have since the above date paid the County an annual pumping charge to pump these storm waters into the Columbia River.

As the community grew and developed with additional businesses and residences, especially south of the highway, difficulty was encountered in handling the storm waters at 88th Avenue. As the result of investigations at that time, a construction project was contracted with Parker-Schram Company in 1947 to widen the highway to a 60-foot street and to construct a 12-inch storm sewer on the southerly side of the highway from 82nd Street to 99th Street, and disposing of these storm waters into the original 1937 storm sewer system. This is the only storm sewer system existing at the present time in northeast Portland.

The above storm sewer system, extending from 82nd Street to 122nd Street, was designed to accommodate the normal amount of surface waters collecting on the state highway and to dispose of the same. This system at the present time does not have the capacity, during extremely concentrated heavy rainfall, to accommodate all of the surface waters which now reach the highway and the highway storm sewer system from all of that area south of the highway which has been developed with paved streets, paved driveways, and residences concentrating all waters from their roof drains onto the highway.

Many complaints and requests have been received from various individuals and organizations, such as the Kiwanis Club and the Chamber of Commerce, to which we have replied under dates of November 16, 1951, May 27, 1953, and August 14, 1956, and in which we have stated that the drainage problem is now a community problem and not entirely one of the State Highway Department.

We have repeatedly stated the above fact and have indicated a desire and willingness on the part of the State Highway Commission to cooperate on the proportionate-share basis in an over-all drainage project.

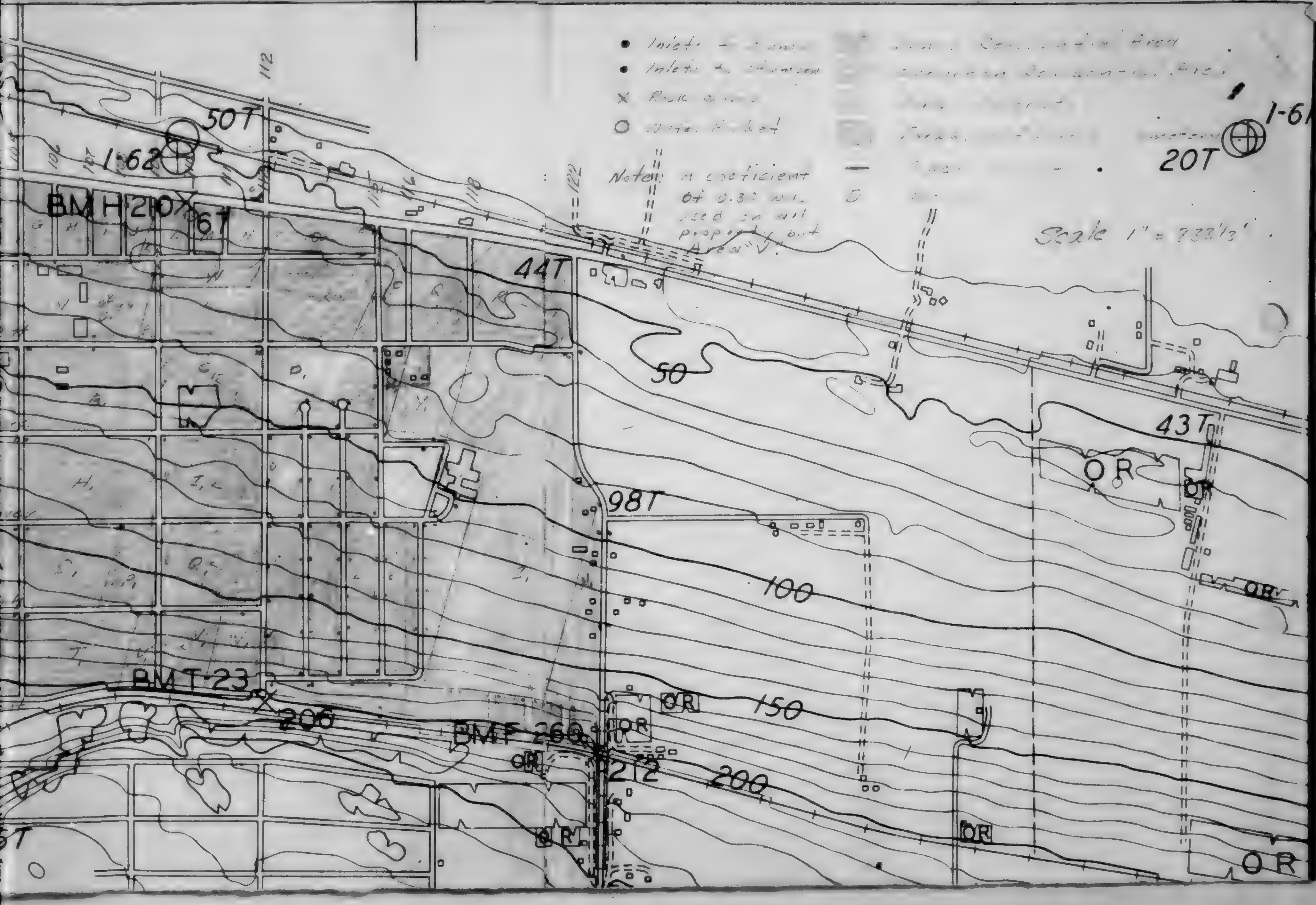
As expressed in the last paragraph of your letter, we would be pleased to meet with your Committee at any prearranged date for a further discussion.

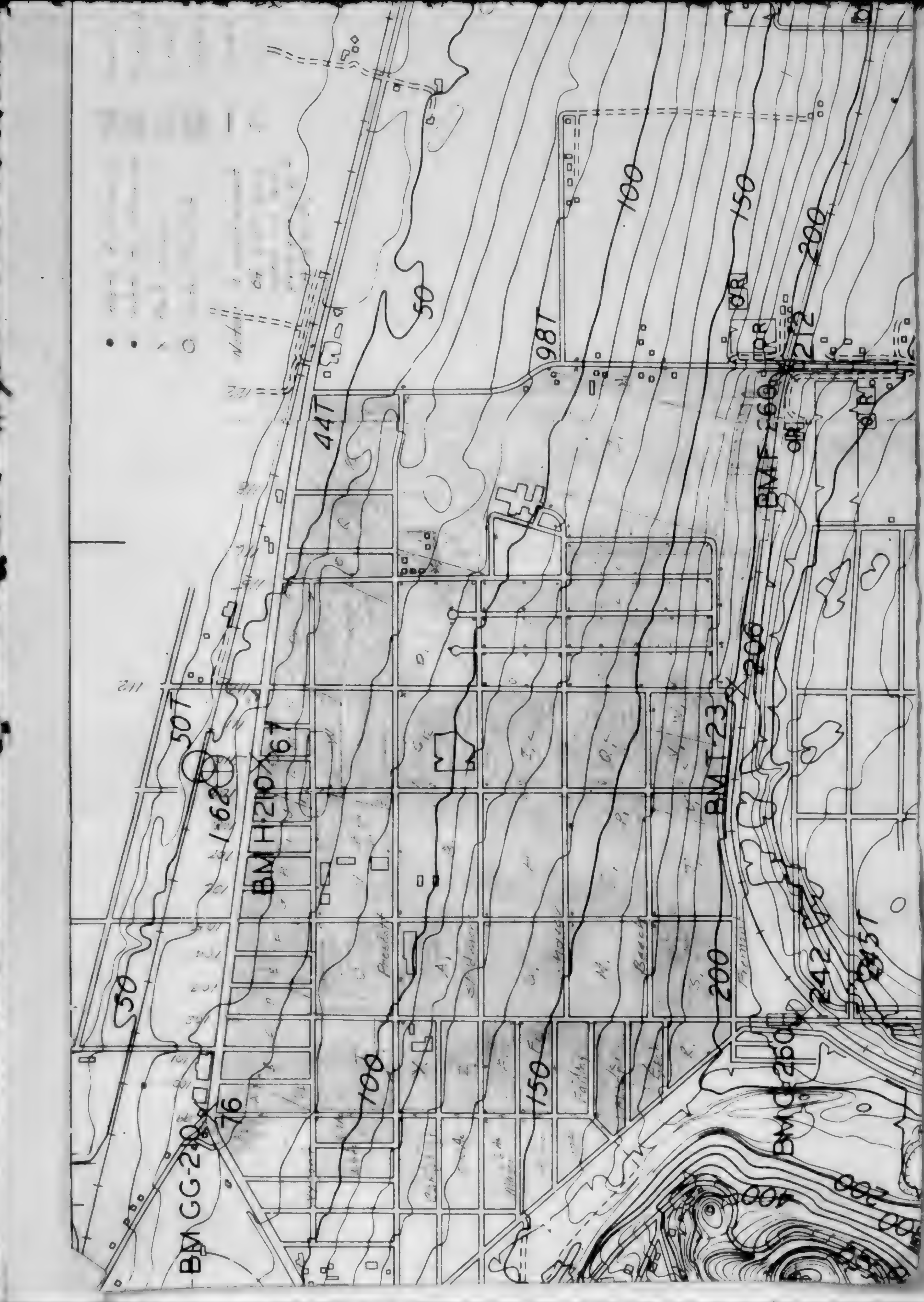
Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

WWS:er fn


Inlet
Inlet
Rock
Water
Note: A coeficient Of 0.3 was used on all property but Area "V".
Scale 1" = 333⅓'
1-61
20T
50T
1-62
BM H 210
67
44T
50
43T
OR
98T
100
150
200
BM T 23
206
BM F 260
212
112
116
118
122


50
50
100
100
150
150
200
200
200
400
98T
44T
50T
1-62
BM H 210
67
BM GG-240
76
BM T 23
206
BM F 260
212
OR
OR
OR
242
245T
BM G 250

Form B-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 3 SHEETS

Parkrose Drainage Area

1" = 10,000" scale   1□" = 15.74 acres

Area	Length	Width		Sq. in.	Acres	Coef.		
[illegible]	.63	[illegible]		[illegible]	2.71	.30		
[illegible]	[illegible]			[illegible]	3.57			
[illegible]	.81	[illegible]		[illegible]	3.49			
[illegible]	.78	[illegible]		[illegible]	3.36			
[illegible]	.74	[illegible]		[illegible]	3.19			
[illegible]	[illegible]	[illegible]		.1890	3.01			
[illegible]	[illegible]	[illegible]		[illegible]	2.84			
[illegible]	[illegible]	[illegible]		.1674	2.67			
[illegible]	.58	.27		.1566	2.50			
J	[illegible]	.27		[illegible]	2.32			
[illegible]	.35	.08		.0280	.45			
L	[illegible]	.27		.135	2.15			
M	46	.27		.1242	1.98			
N	41	[illegible]		.1312	2.09			
O	[illegible]	[illegible]		.3136	5.00			
P	[illegible]	[illegible]		[illegible]	3.78			
Q	[illegible]	[illegible]		.5044	8.04			
R	[illegible]	[illegible]		.8096	12.91			
S	.75	[illegible]		[illegible]	[illegible]			
T	.75	.91		.6825	10.88			
U	[illegible]	[illegible]		.6750	10.76			
V				.9075	12.78			
W	.24	[illegible]		.228	3.36			
X	[illegible]	[illegible]		[illegible]	11.96			
Y	.35	[illegible]		3150	5.02			
Z	.35	[illegible]		[illegible]	5.02	.30		

Form E-40—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 2 OF 3 SHEETS

[illegible] Drainage Areas

Area 15.94 (in²)

1" = 10,000'
Scale

No	Depth	Width		Sq in	Acres	Coef		
A₁	.75	.91		.6825	10.88	.30		
B₁	.75	[illegible]		.9150	14.59	.30		
C	.75	.91		.7050	11.24	.30		
D				.3725	8.97	.30		
[illegible]	.31	.90		.2790	4.45	.30		
[illegible]	.31	[illegible]		.2790	4.45	.30		
G	.75	[illegible]		.6900	11.00	.30		
H	.75	[illegible]		.9075	14.46	.30		
I	.75	[illegible]		.6975	11.12	.30		
J	.31	[illegible]		.2790	4.45	.30		
K	[illegible]	[illegible]		.3090	4.93	.20		
L	[illegible]	[illegible]		.2573	4.10	.30		
M	.75	[illegible]		.6900	11.00	.30		
N₁	2.07	.25		.5796	9.24	.30		
O	.75	.78		.5850	9.32	.30		
P	.75	.43		.3225	5.14	.30		
Q	.75	.93		.6975	11.12	.30		
R	.60	.42		.2520	4.02	.30		
S	.75	.93		.6975	11.12	.30		
T	.70	.95		.6650	10.60	.30		
U	.64	.26		.1664	2.65	.30		
V	.68	.47		.3196	5.09	.30		
W	.73	.43		.3139	5.00	.30		
Y	1.2(.55)	.25		.1584	1.75	.30		
Y₁				.8333	13.30	.30		
Z₁				3590	57.2	.30		

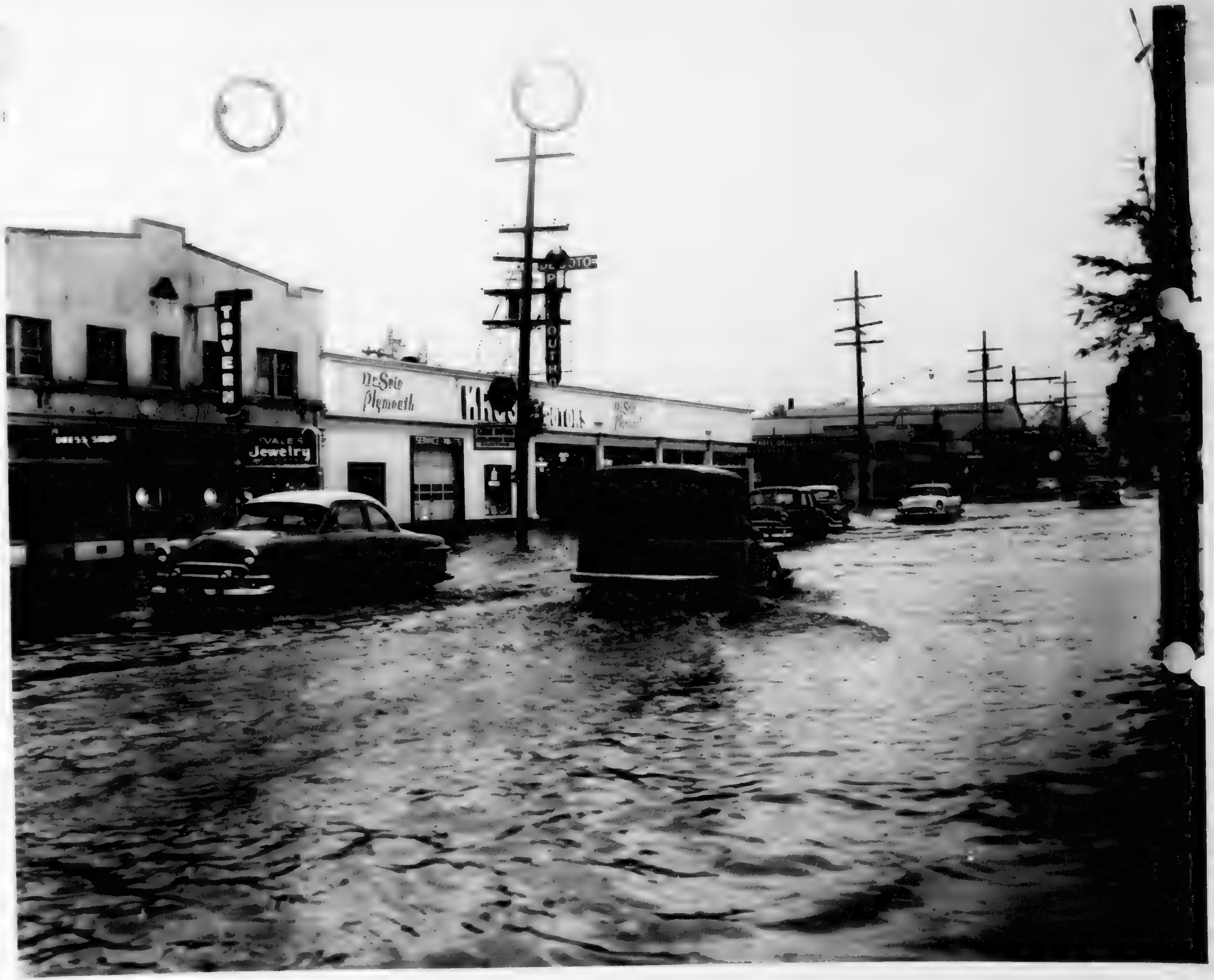
Form E-49-300M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 3 OF 3 SHEETS

Parkrose Drainage Areas

Area	Depth	Width		Sq. mi.	Acres	Coef		
A_2	.60	.22		.1320	2.10	.30		
B_2					.26	.90		
C_2					.17	.90		
D_2	.54	.13		.0702	1.12	.30		
E_2	1/2 0.01	0.62		.1054	[illegible]	.50		


TAVERN
DRESS SHOP
VALE'S
Jewelry
De Soto
Plymouth
DE SOTO
PLYMOUTH
MOTORS
De Soto
Plymouth

12/21/55

PHOTOGRAPHY
BY
Ralph Vincent Studio
[illegible] BLVD.
[illegible]
[illegible]
PLEASE [illegible] AND RE ORDER BY
NUMBER............

Parkrose Chamber of Commerce

Eastern Gateway to Portland

10332 N. E. SANDY BLVD.
PORTLAND 20, OREGON

October 17, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have met with the County Road Department relative to our drainage problems on Sandy Blvd, in Parkrose and have been told to appeal to you. We have submitted the photographs taken last winter when the traffic had to be rerouted from the Business section due to the high water. We are plagued with this problem during every rainy period, business houses with flooded basements, customers unable to get out of their cars at the curbs, and during heavy rains unable to even park their cars.

We should appreciate your studying the matter and an opportunity of our committee to meet with you concerning correcting the situation.

Yours very truly,

Ruth Mackenzie
Parkrose Chamber of Commerce
Ruth Mackenzie Sec.

RM:s

CC Paul Northrup

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
[illegible] 18 1956
STATE [illegible] COMMISSION

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AUG 15 1956

FOR FILING

August 14, 1956

Sandy Blvd —
70th, 122nd
102nd 105th
109th —

Mr. R. Mackenzie, Secretary
Parkrose Chamber of Commerce
10332 N. E. Sandy Boulevard
Portland 20, Oregon

Dear Sir:

Receipt is acknowledged of your letter under date of August 7 supplemented by typical photographs which show the flooding conditions which prevailed on US30 in the community of Parkrose, resulting from the severe rains which occurred on or about December 24, 1955.

In response to your inquiry "What, if any, solution will your department have toward working out this ever increasing problem," I should like to refer you to the several previous reports which have been made by either Mr. Baldock, Mr. Williams, or myself, to the Chamber of Commerce and to other individuals or businesses in the city of Parkrose. You might refer to my letter dated May 27, 1953, wherein I attempted to explain to the Chamber that the Highway Commission constructed a storm sewer through the community from 88th Avenue to 122nd Avenue in the early 1930's. From 122nd Avenue this surface water is discharged through a 27-inch pipe into a drainage ditch owned and maintained by Multnomah County Drainage District No. 1. We pay a pumping charge to the District to dispose of this water into the Columbia River.

At the time of construction and for several years thereafter this storm sewer system was adequate to handle the surface drainage of the highway and the community; however, it was not designed for and does not have the capacity to handle all of the surface waters which are discharged onto the highway as the result of the extensive development and improvement of streets, driveways, and residential construction with roof drains, which has occurred in recent years.

The only solution and correction of the existing condition which we have to offer at this time is the same as that previously suggested; namely, the formation and creation of a drainage district with a complete survey necessary to design a storm sewer system that would serve the community in future years, with the expense of the same prorated to all parties benefiting from the same. The State Highway Commission, I am sure, would be willing to bear its proportionate share of the cost of such a project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. E. A. Collier
Mr. A. G. Skelton
Mr. B. D. Rohrbaugh

WWS:er

10332 N. E. Sandy Blvd.,
Portland 20, Oregon
August 7, 1956

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

The enclosed photographs taken December 24, 1955 are mute evidence of the need for better sewerage drainage on Sandy Blvd. in Parkrose. It is readily apparent that water is filling basements and running into the stores. This is not an occasional type of thing, but evertime we have a heavy rainstorm. People are unable to even get to or from their cars and all merchants are sweeping rain from the main floor of their business establishments.

What, if any, solution will your department have toward working out this ever increasing problem?

Yours very truly,

R. Mackenzie

R. Mackenzie Sec.
Parkrose Chamber of Commerce

RM:s

4 encl.

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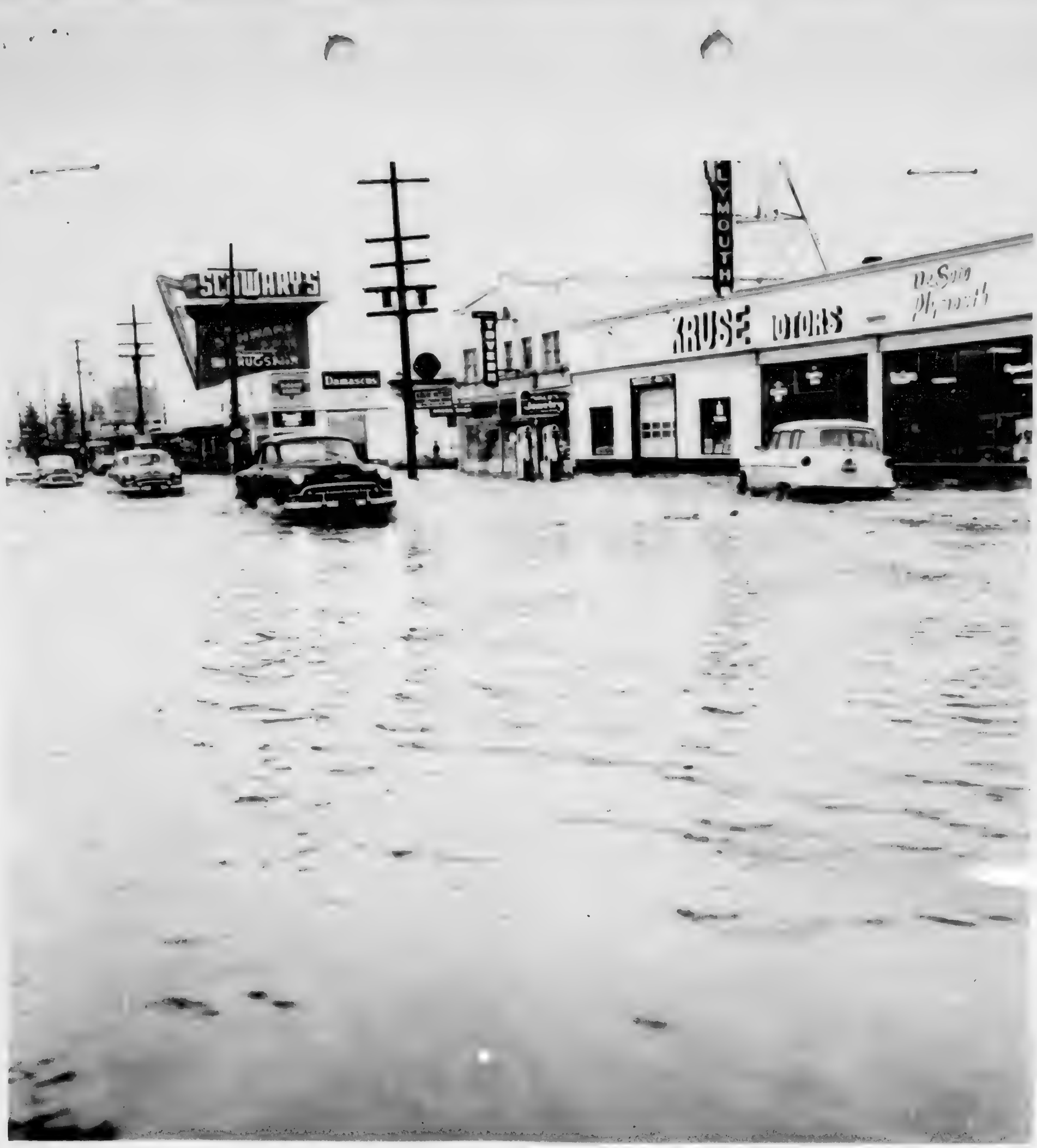
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER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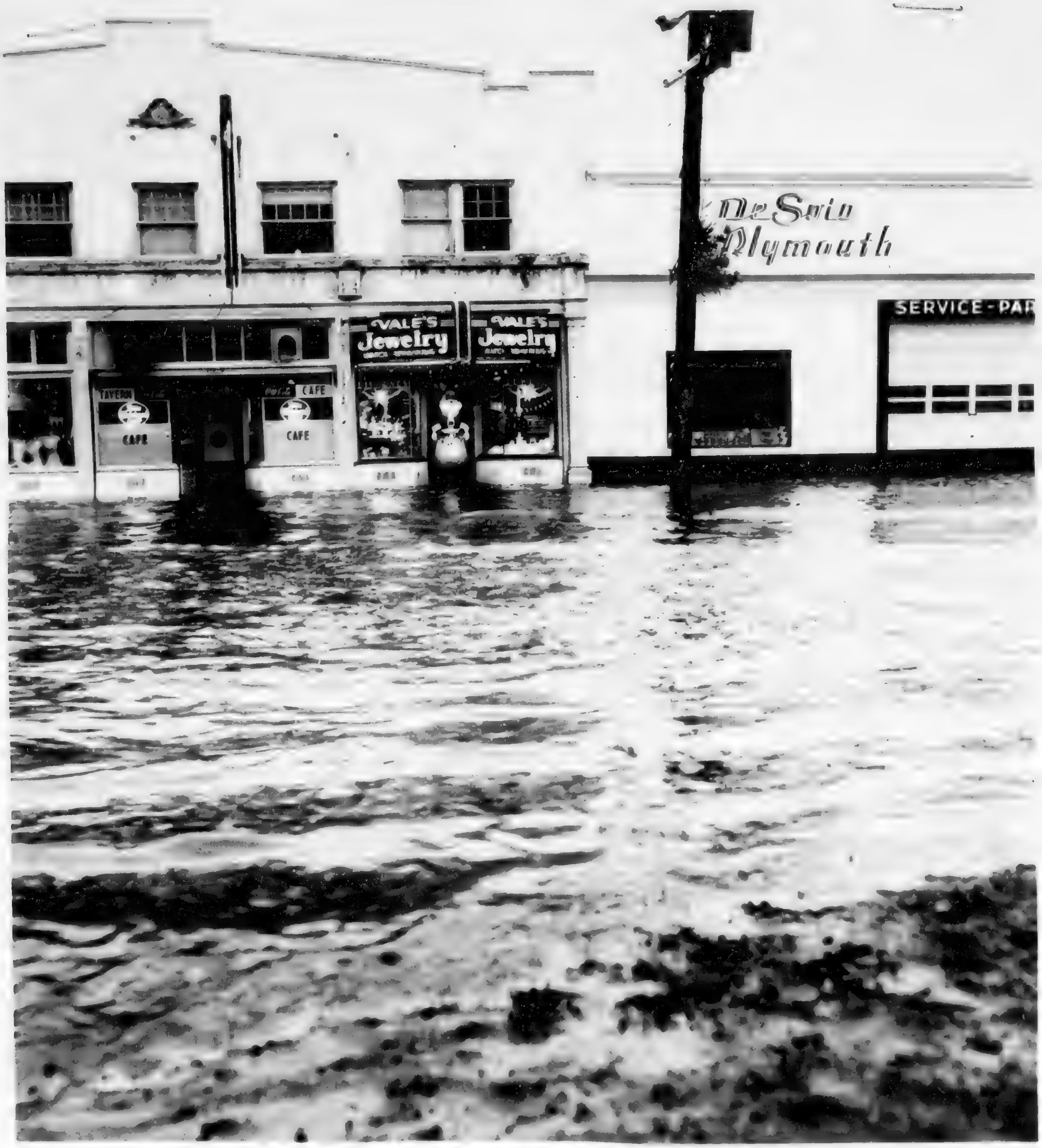
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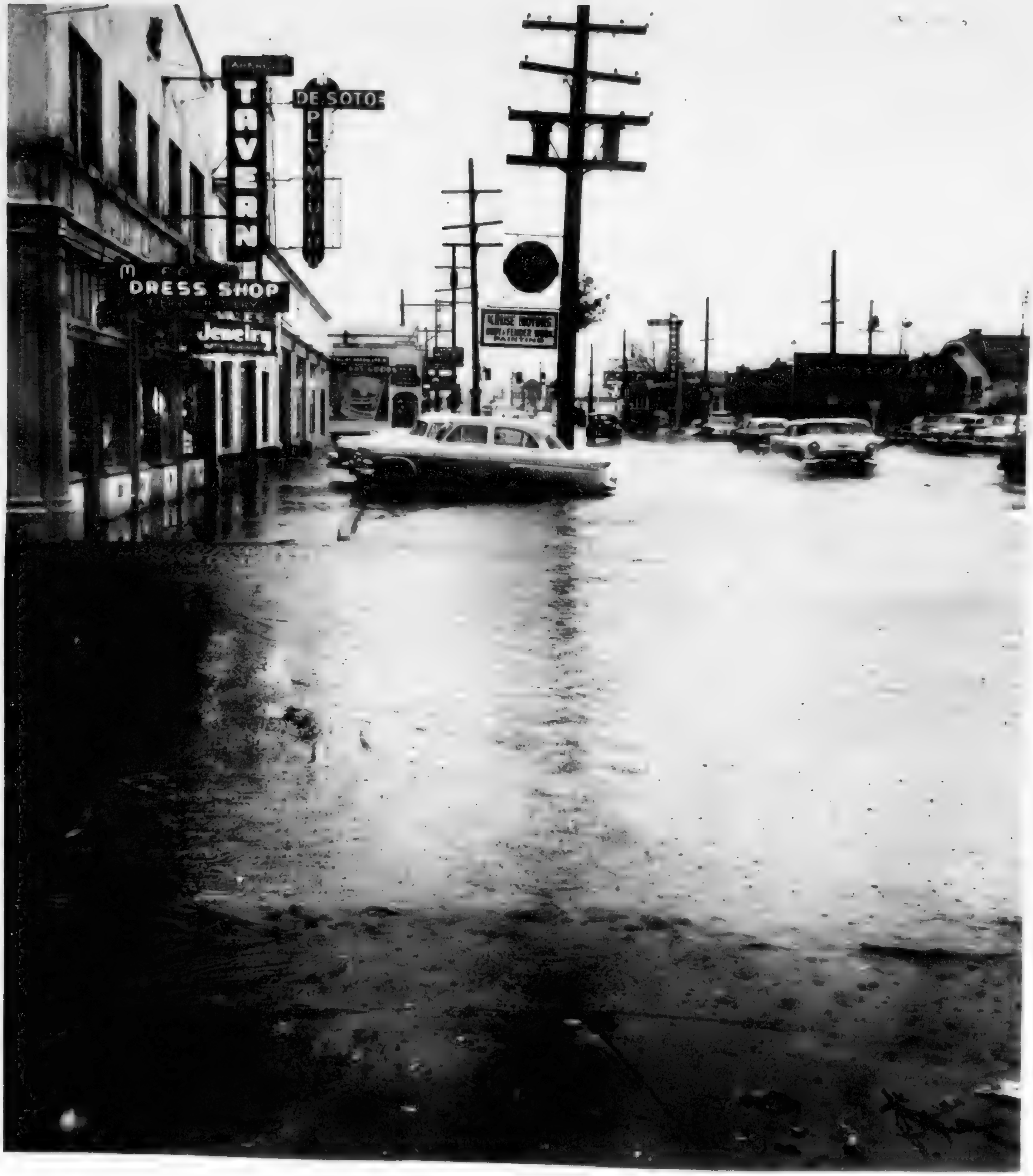
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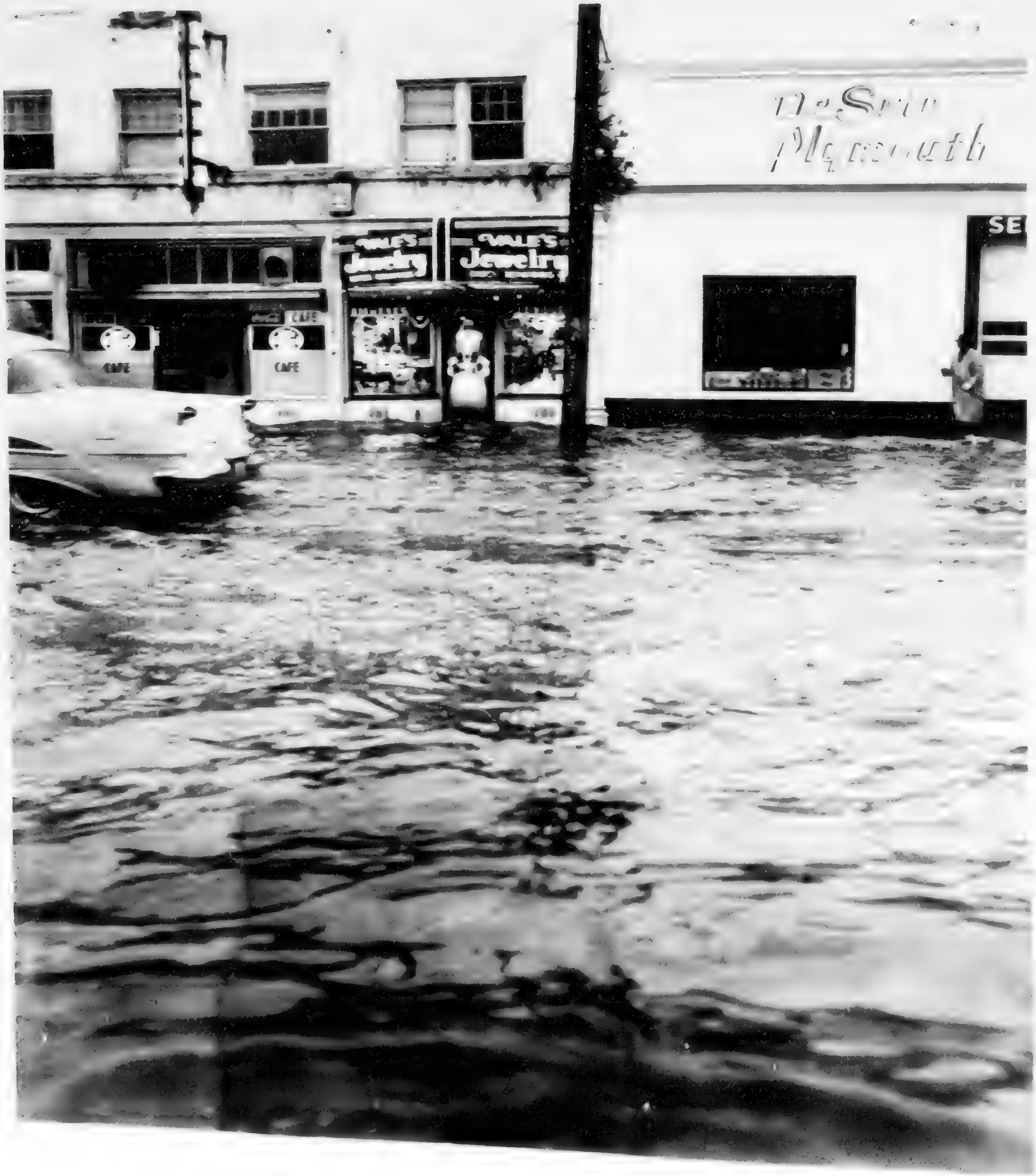
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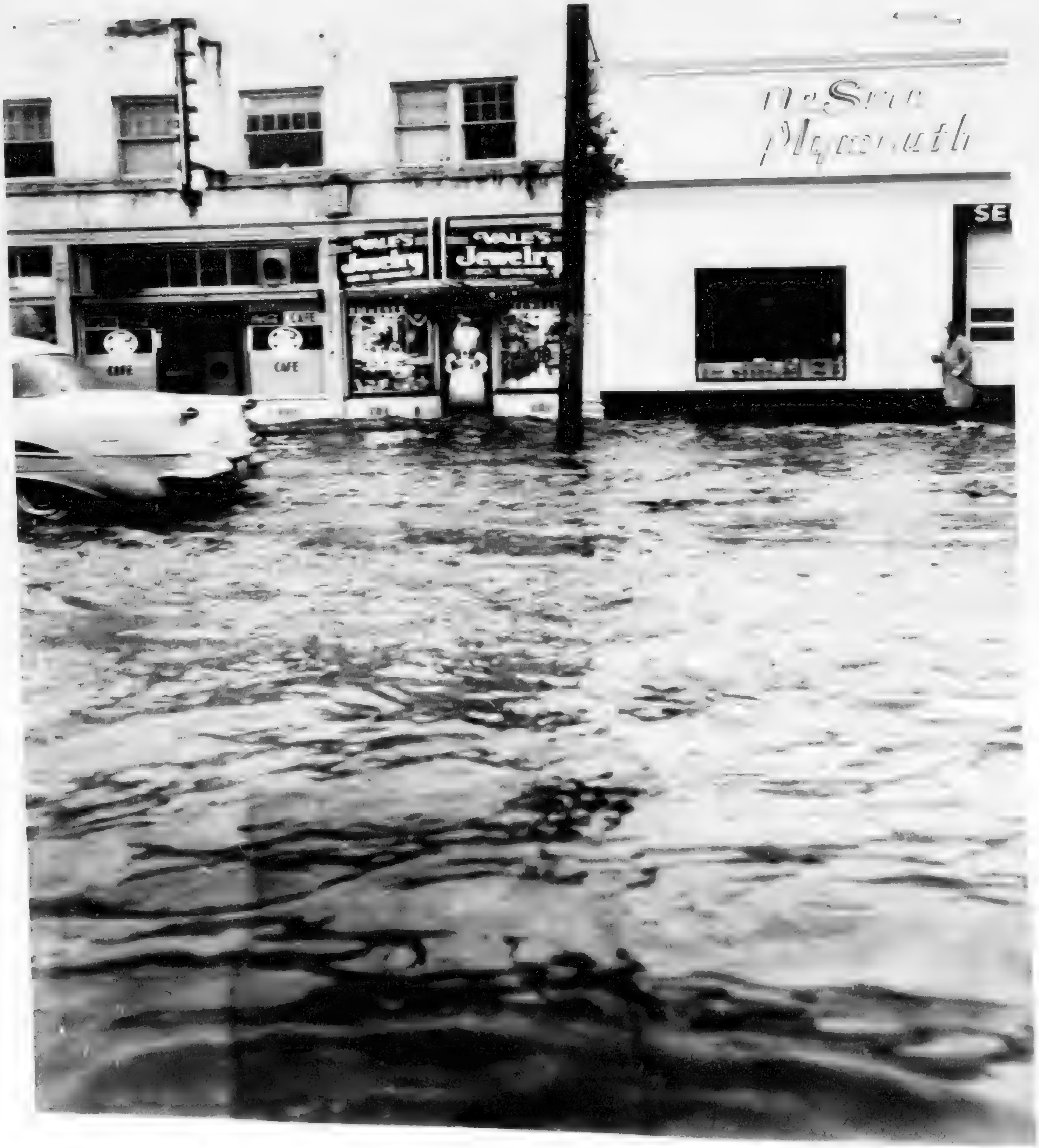

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July 8, 1955

Oregon State Highway Commission

Gentlemen:

In recent years several complaints have been received from highway users as to the inconvenience and possibly some hazards from the annual flooding of two low sections of US30 immediately east of Parkrose. The problem has been under investigation for some time as to the correction of the condition by drainage over and through the Union Pacific Railroad right of way. This appears impossible; therefore, the only corrective measure is to raise the grade of the highway approximately 18 inches to eliminate this condition.

I recommend for your approval the construction, by contract of a small project estimated to cost $6,000 to raise the grade and pave a short section beginning 1,200 feet east of 122nd Avenue and extending easterly for a distance of 700 feet. This project can be financed from the $25,000 reserve in the 1955 state construction program. With your approval on the inspection trip next week, bids can be received at the August meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. C. H. Maison

WWS:er 1g

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1955

SUBJECT: Drainage Water - Channelizing

To: Mr. Forrest Cooper
Assistant Construction Engineer
Office

Dear Mr. Cooper:

Facts: A watercourse flows southerly and westerly from a point east of 82nd Street, draining a large area to the east of 82nd Street. This stream is taken under the highway near Highway Station 400 by means of a 6 x 3 R.C. box culvert augmented by a 43" x 27" arch. The box culvert has been in place for years, with the pipe arch culvert being added to take care of additional water flowing in the channel as a result of the drainage area building up with streets, homes, etc. From the crossing the stream follows its natural course or meander and recrosses the highway near Station 428+50 via a 48" and 36" conventional culvert. A study of the profile indicates a low point at both crossings with plus adverse grades in each direction. Landowners to the west of highway complain of the flood conditions and request that State put in a drainage ditch along east side of highway.

In considering the above problem, the following opinions from the Highway Department legal files were considered:

1. Opinion No. 61, John C. McLean - Drainage Water - rights and burdens.
2. Opinion No. 86, Earl M. Preston - Re Acceleration - diversion of drainage water.
3. Opinion No. 158, Earl M. Preston - Re Drainage Surface and Percolating Waters.
4. Opinion No. 219, Owen E. McAdams, Jr., Percolating Waters.

The instant fact situation involves the necessity of a reconsideration of the problem of channelizing water in view of the decision of Levene v. City of Salem, 191 Or. 182, 229 P.2d 255. It also involves a factor not hitherto considered in the problem of increased water flow brought about by a buildup of upland water use and discharge by virtue of increase in population, houses, etc.

The case of Levene v. City of Salem, supra, involves the instance of a landowner holding property adjacent to a natural watercourse. The City of Salem ditched an area that had formerly had only natural runoff, accelerating the rate of runoff into the watercourse passing plaintiff's property. In addition, tile was laid which discharged water which had not hitherto drained into this watercourse. A verdict was rendered for plaintiff landowner and affirmed in the Supreme Court with modification granting recovery of actual damages instead of damages as assessed by Trial Court.

The Court in deciding the case announced the following rules which must be considered in disposing of the instant situation:

> (1) "A municipality is liable in damages if it collects diffused surface waters into a drain, and, through such drain, empties them, either immediately or by force of gravitation." Ullmen v. Town of Mt. Angel, 57 Or. 547; Harbison v. City of Hillsboro, 103 Or. 257; Annotation 173 A.L.R. 1044.
>
> (2) While a city may without liability drain surface water from land, by means of artificial ditches or tiles, into a stream or onto lands where it would normally flow even if such flowage is accelerated, in doing so, the municipality must act with a reasonable consideration for the rights of the lower proprietor. If its acts cause an unusual or unreasonable amount of water to be emptied upon the lower land it is liable in damages to the owner thereof. Whotney v. Willamette Ry. Co., 23 Or. 188; Giaconi v. City of Astoria, 60 Or. 12, 37 L.R.A. (N.S.) 1150; Anno. 85 Am. St. Rep. 729 and other citations herein omitted.
>
> (3) That an acceleration of water accompanied by a diversion can result in a taking under the constitutional provision requiring compensation be made for property taken for a public use.

It must be pointed out that in the Levene case, supra, the City had diverted water from outside the natural drainage shed. Secondly, the City failed to appeal, or cross-appeal from the lower court decision. Thirdly, the City was found liable for diverting water into an insufficient channel.

To the extent that this case imposes liability, the opinion of Mr. McLean (No. 61) wherein he states, "It is a well established rule in Oregon that the lower landowner has no grounds for complaint if surface waters are channeled by means of drains on the higher ground and then precipitated with an accelerated flow into a natural channel leading onto the lower land (cases cited) should be considered anew." The rule above cited still holds if the natural channel is capable of receiving and discharging the added flow.

Oregon adheres to the civil law rule which gives the upland owner a dominant position in so far as natural drainage is concerned. Wellman v. Kelley, 197 Or. 553; Levene v. City of Salem, 191 Or. 182; Rufus v. Weeks, 93 Or. 25; Bush v. City of Portland 19 Or. 45.

The servient owner's obligation, however, is only to accept natural drainage, and the owner of the higher estate can not, by filling and raising the surface of his property, divert to a lower landowner surface water which would not normally pass over his land, or discharge natural drainage in a greatly increased flow. 12 A.L.R. (2d) 1338. No remedy lies in Oregon for mere gathering and acceleration of surface water into a natural channel. Highway Legal Opinion 61; Bush v. City of Portland, supra; Rufus v. Weeks, supra. However, the accelerated discharge must be into a channel capable of carrying it. Levene v. City of Salem, supra.

In the instant case, the petition of the landowners recites that the drainage (ditch) fills brim full during winter months and overflows abutting areas and that water continues to stand upon the land until early spring. This is definitely an admission against interest and goes to show the natural condition of the discharge channel.

The nature of the "ditch" is not revealed. It could easily be that the landowners have in fact blocked the natural channel and opened a ditch of decreased carrying capacity. This would be material in passing upon the merits of the case. Such action upon the part of the landowners would place them in a position of being estopped from seeking redress for a harm which they have contributed to.

The diversion of the water from the natural channel by ditching along the east side of 82nd Street would constitute a taking in so far as other landowners are concerned. It does not appear from the petition that all abutting landowners have signed same.

In summation, the following factors appear in the instant case:

1. A buildup of drainage effluent from area for which State is not responsible.

2. A "ditch" apparently regularly overflowing from winter flood water.

3. The decision of Levene v. City of Salem.

I conclude that the State is not obligated to ditch along the east side of 82nd Street or otherwise divert drainage water flowing over the described premises if State has not brought additional water into the natural drainage field. In the event water which would not normally drain into the field has been ditched or drained into said "ditch", State should, under the holding of Levene v. City of Salem, take appropriate steps to protect itself.

This summation is made with the fact that whether the upland owner has reasonably used his property as not to unduly impose upon servient property is a fact to be resolved by the jury. This coupled with the statement in Levene v. Salem, supra, that a discharge of water onto the land of another could constitute a taking makes it imperative that we keep our guard up.

Absent any factor of bringing water into the watercourse which would not normally drain therein, the State should not be liable in the instant case.

Yours very truly,
C. W. ENFIELD
Chief Counsel
By
JAMES B. DANIELS
Assistant Attorney

JBD:FRC

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1954

SUBJECT:

To:

W. W. Stiffler
Asst. State Highway Engineer

OFFICE

Dear Sir:

Mr. Skelton, Mr. Rohrbough and I met Mr. Kidder August 23rd in Portland. We told him the State had not secured permission from the owners north of the railroad to open silt clogged ditch on railroad right of way, and saw no reason why we should. The railroad culvert has been in present position in a natural drain for many years and we simply want the old channel opened and maintained. That our alternate would be to raise our grade, in which case water would be forced through same culvert anyway. We could not agree to idemnify the railroad as suggested in Mr. Kidder's letter of July 15, 1954.

Mr. Kidder agreed and said he would explain to his General Manager and expected approval soon and probably could help us on opening ditch.

Very truly yours,

E. A. Collier
E. A. Collier
Maintenance Engineer

EAC:ab
cc-A. G. Skelton
D. D. Rohrbough

RECEIVED
AUG 24 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

Form 2552
2-52-150M

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UNION PACIFIC RAILROAD COMPANY

2525 North Larrabee Street
Portland 12, Oregon
August 16, 1954

122nd

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Your letter of August 6th in regard to surface drainage of the present route of US-30 in the vicinity of 122nd Street east of Parkrose.

I would be very glad to have a conference with Mr. Skelton and Mr. Collier at their convenience. If Mr. Skelton will get in touch with me by phone, I am sure we can arrange a suitable date.

Yours very truly,

E. F. Kidder
E. F. Kidder,
Division Engineer.

EFK/f

REFERRED TO
Stiffler
By State Highway Engineer

Please arrange for such a conference & reply to Kidder

RECEIVED
AUG 18 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

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[illegible]

August 6, 1954

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Street
Portland 12, Oregon

Dear Sir:

A copy of your reply to Mr. Skelton's letter dated May 27, relative to our proposed improvements to the surface drainage of the present route of US30 in the vicinity of 122nd Street east of Parkrose, has been forwarded for my consideration.

I am quite sure that you are familiar with the natural drainage conditions in that area. However, I am surprised at the questions raised and the attitude of your General Manager, who inquires (1) as to what disposition is to be made of the water after it passes northerly through the 24-inch railroad culvert at your Station 926+25 (Highway Station 118) and (2) whether or not the Highway Commission would be willing to indemnify the Railroad Company from any claims or damage which might arise from this work.

Our plans do not contemplate diverting any additional surface drainage waters to the railroad culvert at Station 962+25. This matter has existed for many years. The natural course of excess waters reaching the highway roadbed from properties lying to the south of the highway is northerly to the railroad and thence continuing northerly to the slough. The Railroad Company officials recognized this condition when they placed their culvert at Station 962+25, and the Highway Commission placed a culvert at Station 128, the low spot in the highway roadbed approximately 1,000 feet easterly from the railroad culvert. Even though Station 128 is referred to as a low spot, the elevation of our pavement is 2½ feet higher than the flow line elevation at the intake of the railroad culvert. Excess surface waters from our culvert have been conveyed to the railroad culvert for many years by means of a surface ditch on the railroad right of way. The maintenance of this surface ditch is partially at least an obligation of the Railroad Company.

Our plans also contemplated continuing the surface ditch on the railroad right of way easterly from our culvert at Station 128 to our Station 140, where our highway was covered with one inch of water on January 4, 1954. However, the elevation of our pavement is 4½ feet higher than the intake of the railroad culvert. Therefore, you can readily determine that the natural flow of excess surface waters is from east to west and from south to north, all toward the railroad culvert, conveying them under the railroad and discharging the same in a natural drainage channel.

In view of the foregoing, I suggest a conference between you, Mr. Skelton, Division Engineer, and Mr. Collier, Maintenance Engineer, for a better understanding as to our aims and objectives in improving drainage conditions in that area during periods of intensive rainfall.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. A. G. Skelton

WWS:er

FORM E-30 20M 9-51 92815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1954

SUBJECT:

To: Mr. W. W. Stiffler
Asst. State Highway Engineer

OFFICE

Dear Sir:

Last December Mr. Baldock asked for investigation of, and plan for, the elimination of three overflow sections on the Columbia River Highway east of 122nd Street.

I investigated this January 5th, found three places covered with water that day, and made a report the same day with a copy to you. On March 16th after discussion with you, I wrote Mr. Skelton, with a copy to you, describing plans to end this trouble.

One item was to redig the ditch on the railroad right of way to a 24" cast iron culvert under the railroad after securing permission from the railroad. Herewith copies of letters from Mr. Skelton and Railroad Engineer Kidder. The railroad asks what disposition is to be made of the water passing through their culvert and will the State idemnify them for any claims which might arise f rom this work.

This culvert is the only one provided by the railroad for drainage. It seems to me it is their obligation to provide an adequate opening. There are gardens north of the railroad and they are concentrating water by not providing more openings. In fact, they should dig the ditch on their right of way or provide additional openings.

The alternate is for us to raise our grade which is estimated will cost $48,000. Mr. Baldock was reluctant to raise the grade unless all other methods fail to eliminate flooding.

Please advise.

1954

Very truly yours,

EaCollier

E. A. Collier
Maintenance Engineer

EAC:ab
Encl.

FORM 230—80M—4-84—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 19th, 1954

SUBJECT: Drainage on Sandy east of
122nd Avenue

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

As per our conversation of this date, I am enclosing herewith letter dated July 15, 1954 from Mr. E. F. Kidder, Division Engineer for the Union Pacific Railroad Company. Mr. Kidder's letter was in reply to my letter of May 7, 1954 to him. You have a copy of my letter to Kidder in your files.

We have considered that the 24 inch railroad culvert located at their Station 962+25 and at about our Station 118 is a natural drainage from this entire area, and that permission from the property owner north of the railroad would not be required or necessary. I am not too sure what Mr. Kidder means in his paragraph concerning our willingness to indemnify the railroad from any claims or damage that might arise from this work. We would, of course, be responsible for any damage from our construction work, which we propose would be done by state forces. I can see no responsibility we would have as far as drainage, as it is the Union Pacific who have blocked the natural drainage, so that this entire area has to drain through this one culvert.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: D. D. Rohrbough

C
O
P
Y

UNION PACIFIC RAILROAD COMPANY

2525 North Larrabee Street
Portland 12, Oregon
July 15, 1954

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
P. O. Box 4699
Portland 2, Oregon

Dear Sir:

Referring to the drainage problem on the upper Columbia River Highway east of Park Rose, which we looked over sometime ago.

Our General Manager inquires as to what disposition is to be made of the water after it passes through the 24-inch culvert located at our Station 962+25. It is my understanding that you have received permission to carry this additional water onto adjacent property.

The question has also been raised as to whether or not the Highway would be willing to indemnify the Railroad from any claims or damage which might arise from this work.

Will you please advise.

Yours very truly,

E. F. Kidder (Sgd.)

E. F. Kidder,
Division Engineer.

EFK/f

FORM E-128 80M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM~~
Portland, Oregon

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 7, 1954

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Street
Portland, Oregon

Dear Sir:

I am enclosing herewith three prints of our map showing proposed improvement to our drainage on the Upper Columbia River Highway east of Parkrose. You will note that we show both highway and railroad stationing on this map, and also show existing and proposed drainage structure.

This is the drainage improvement that we have previously discussed with you, and we would request your approval of the work contemplated between the highway and the railroad. This work will all be done by state forces.

Yours very truly,

A. G. SKELTON /s/
A. G. Skelton
Division Engineer

AGS: w
Encl.
cc: E. A. Collier
D. D. Rohrbough

COPY

RECEIVED
AUG 4 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

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APR 16 1954
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1954

SUBJECT: Proposed drainage improvement - Sandy Boulevard

To Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

We have a Minor Betterment work order 26-1205-141-A in the amount of $4,550 submitted by Mr. Rohrbough and Mr. Skelton, covering the proposed drainage improvement work at three sags in Sandy Boulevard east of 122nd Street.

At the first location near Station 128, it is proposed to re-dig the ditch from Station 12 to Station 118 on the railroad right of way and to install a new (deformed 24") arch pipe to the new flow line. The existing 24" concrete culvert will be salvaged and reinstalled under a side road at Station 140. It is also proposed to raise the roadway surface by paving a maximum of .8 between Stations 125+50 and 130+50.

At the second location near Station 140, they plan to place the salvage 24" concrete pipe from Station 128 under a side road and an 18" pipe under the highway, the latter culvert having been included in the 1954 Minor Betterment Budget is covered by a separate work order.

At the third location near Station 163, they propose to install a deformed 18" arch pipe across the highway.

Mr. Skelton is obtaining a permit from Union Pacific Railroad officials for the ditching work on the railroad right of way.

The raising of the pavement grade at these three locations has been suggested as a 1955 construction project, estimated to cost $48,000. It is felt that the drainage improvement suggested above, may make the proposed grade raising unnecessary. We will re-examine the situation next year to determine if the grade raising still appears necessary.

The above work estimated to cost $4,550 was not included in the 1954 budget; however, the work is urgent and should be performed this year. We have an item in the 1954 Minor Betterment Budget to lower the highway grade at M.P. 202.41 on the Central Oregon Highway where vertical clearance is restricted under a railroad overcrossing. We note that the reconstruction of this highway is now scheduled and there is a possibility that this structure may be by-passed and we recommend that no work be done this year pending a determination of the need. We recommend that $4,550 of this item be transferred to cover the proposed drainage work on Sandy Boulevard.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

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cc-

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1954

SUBJECT:

To: ~~Mr. A. G. Skelton~~
~~Division Engineer~~
~~Oregon State Highway Department~~
~~Box 46[illegible]9~~
~~Portland 2, Oregon~~

Dear Sir:

I have discussed Sandy Blvd. drainage east of 122nd Street with Mr. Stiffler. For this year please prepare order for the following work except 18" x 48' culvert at dip 2 now approved.

1- Redig ditch from Sta. 128 to Sta. 118 on Railroad right of way on grade shown.
Raise existing 24" culvert so north end flow line is elev. 35.0.
Raise grade Sta. 125 + 50 to 130 + 50 as shown in red to elev. 38.5.
Maximum raise 0.8. Bottom with your small oil crew. Top with paving crew.

2- Dig ditch as shown. Place culvert 24" x 42' under side road. Place culvert 18" x 48' under highway.

3- Place cross culvert 18" x 48'

Prepare plan for this and secure approval of Railroad Company. Use pipe arch type equivalent to diameters shown under highway at dips 2 and 3 on account of minimum clearance. Please proceed with this along above lines at once.

For next year submit item to raise grade on dips 2 and 3 and to place drain pipe from 3 north 500 feet. This work to be in State Construction program for 1955. It may be that work done in 1954 will make some parts of this unnecessary. We also thought grade raises on No. 2 and 3 were too low. Returning herewith your plans.

Very truly yours,

EAC:vw
cc W. W. Stiffler
D. D. Rohrbough

E. A. Collier
Maintenance Engineer

NOTED
W. W. STIFFLER

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MAR 18 1954
FOR FILING
FORM E-30 25M 9-51 82316

124-1288

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1954

SUBJECT: Sandy Blvd., East of 122nd Ave., Portland
Drainage Work

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699
Portland 2, Oregon

Dear Sir:

Confirming my telephone conversation with Mr. Young today, the order for drainage work on Sandy Blvd., east of 122nd Avenue, is to be called State Construction, and is to be done with State Forces.

The funds will come from the 1954 "State Construction Budget", item, "Climbing Lane Mt. Hood East of Rhododendron".

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
cc: W. W. Stiffler
D. D. Rohrbough

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W. W. STIFFLER

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[illegible]

Salem, Oregon
January 11, 1954

[illegible] Mr. E. A. Collier

At Mr. Baldock's request, I discussed with him the subject matter of your report under date of January 4, which concerns the frequent and periodic flooding of US30 at three or four locations immediately east of Parkrose by surface water.

The discussion resulted in the decision that we should place such equalizing culverts as are necessary; that we should continue the investigation to determine what, if any, portion of the surface water can be carried off through the outlet to our storm-drained system on 122nd Street, and, if necessary, to utilize or budget funds to raise the grade of the highway at those locations which cannot be corrected otherwise.

W. W. Stiffler

WWS:er

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1954

Stiffler.
Suggest we plan to elevate these low spots.

SUBJECT:

NOTED
State Highway Engineer

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In compliance with your letter of December 15th, I called on Mrs. Shepard today about drainage by Sandy. She was pleasant and had a just complaint. On Sandy Road between mile posts 8 and 9 there are three places where the water gets over the pavement 20 or more times a year and from 2" to 12" deep for 24 hour periods after every heavy rain. She lives two miles east of these places and has to drive through water four times a day. I told her we would try to remedy this either by draining water or by raising grade.

This is a heavily traveled road and even after Banfield route is completed, this road will always carry quite a lot of traffic.

Today there was water over road at these three places. The deepest was 6" on center and it was 1" deep on center at other two, and about 4" to 6" on south edge of pavement. Signs and flares were in place and have been put there about five times in past two months. Mr. Rohrbough reports it is hard to get these hazard spots covered promptly after a sudden heavy rain at night.

There are cultivated fields on south side of highway and Union Pacific freight track on north side. No culverts were placed by Multnomah County or by the Union Pacific years ago because water sank into the ground. The ground has been sealed by silt from cultivation and no grass cover makes run off faster. Do not think R.R. can put in culverts now without big fight by gardeners north of railroad.

There is a 27" drain north from 122nd St. to a slough some 1438 ft. long which was placed by Multnomah County. Our Parkrose storm drain built by W.P.A. empties into this. It appeared possible to drain the water holes to this drain but it may not be large enough to handle any more water. A level line along R.R. borrow pits would be necessary to determine about grades and Multnomah County Roadmaster will be contacted to see if more water can be fed into it. We would have to pay Drainage District additional annual cost of pumping area of highway drained. Equalizer pipes at two of the spots would have taken water off pavement today.

One of these pipes is in Minor Betterment budget for 1954 at $500.00. I think the other should also be placed soon this winter.

NOTED
W. W. STIFFLER

These splash spots are in sags in the grade from 300 to 600 ft. long. I think the grade should be raised if drain cannot be made to 122nd St.

I am sending two prints of an old profile to Mr. Rohrbough and by copy of this letter am asking Mr. Skelton to arrange for a survey to determine feasibility and cost of drainage and grade raise.

Very truly yours,

LRChandler

for E. A. Collier
Maintenance Engineer

Dict. by EAC:mr

cc W. W. Stiffler
A. G. Skelton
Darel Rohrbough

MEMO

Sandy Drainage - 1-4-1954

Water covered pavement 200' long, Sta. 127-129. This is 1600 ft. east of Buckley Road, or 122nd St. It was 6" deep over pavement and extended out to R.R. embankment. There is an equalizer pipe at this spot but submerged on both ends. Put in a few years ago. Pavement elevation 36.

Also at Sta. 140-144 about 1" deep flowing over pavement and dropping 1' into R.R. borrow. No equalizer pipe in place but provided for in 1954 budget. Pavement elevation 38.

Also at Sta. 162-165 water flowing across road and dropping 1' into R.R. borrow. No equalizer pipe in place but there should be an 18" pipe placed soon.

The flow line of 27" drain at 122nd St. was roughly estimated at 32 ft.

EAC:mr

cc A. G. Skelton
W. W. Stiffler
R. H. Baldock

RECEIVED
FOR FILING

126-10P

6188.

Salem, Oregon
December 15, 1953

Mr. E. A. Collier

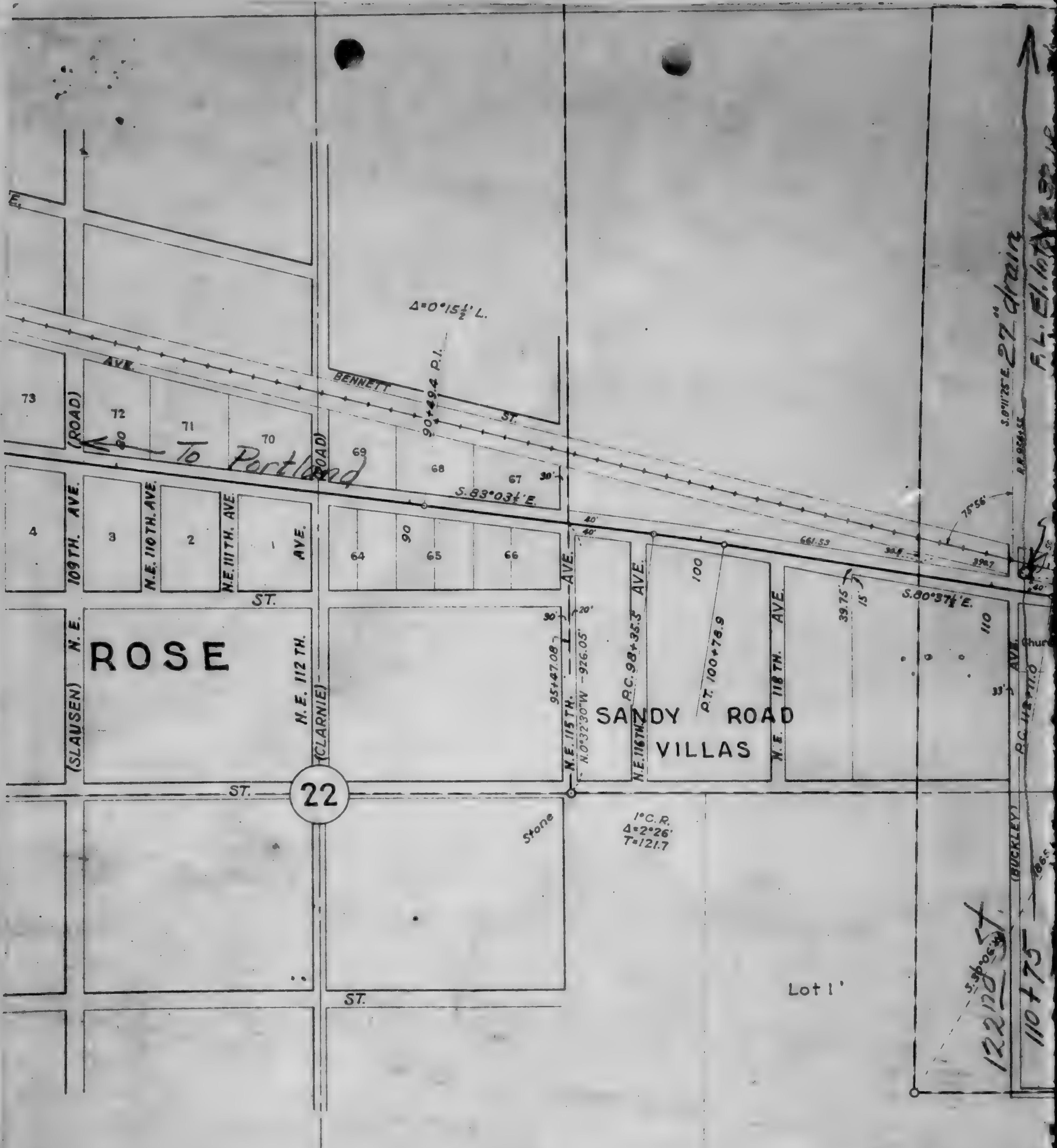
Mrs. Shepard, who lives at 3833 Northeast Killingsworth and whose business phone is Webster 7729, complains about the drainage on Sandy near the Birdsdale Road. She said she discussed the matter with Mr. Skelton and he was very impolite, which seems rather strange to me because Skelton is always a perfect gentleman.

Be that as it may, I thought perhaps it would be best not to send Skelton back but that you try your hand at pacifying the lady, if possible. I told her the drainage situation got worse and worse as they extended more streets, which pulled the water down into Sandy, and the eventual solution seemed to be the formation of a drainage district. She seemed to be open-minded on this.

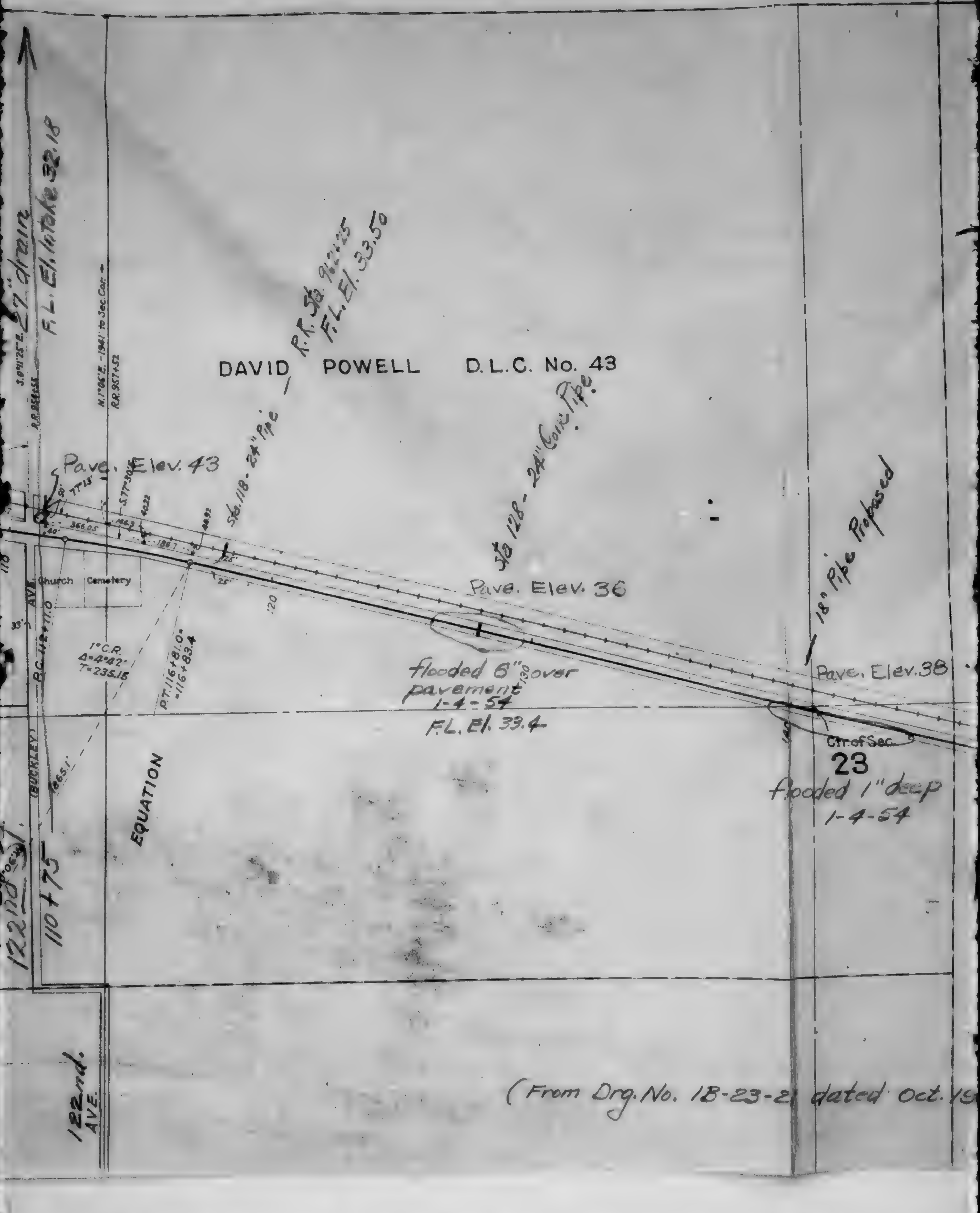
Please see Skelton, discuss the problem with him, and arrange to see the lady within the next several weeks. You might write her a letter at once and tell her I have called the matter to your attention and you will make an appointment with her later.

R. H. Baldock

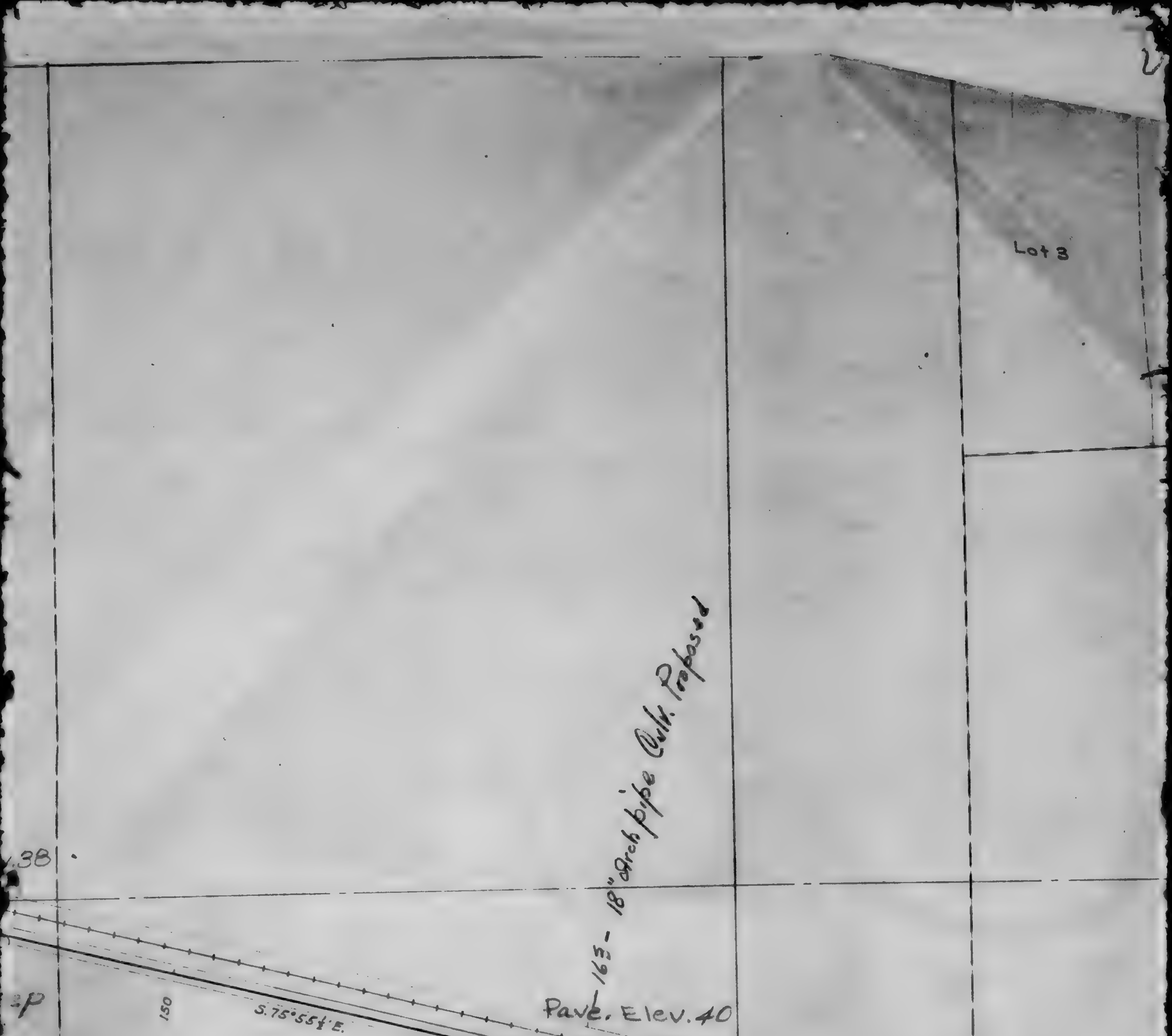
RHB:hi

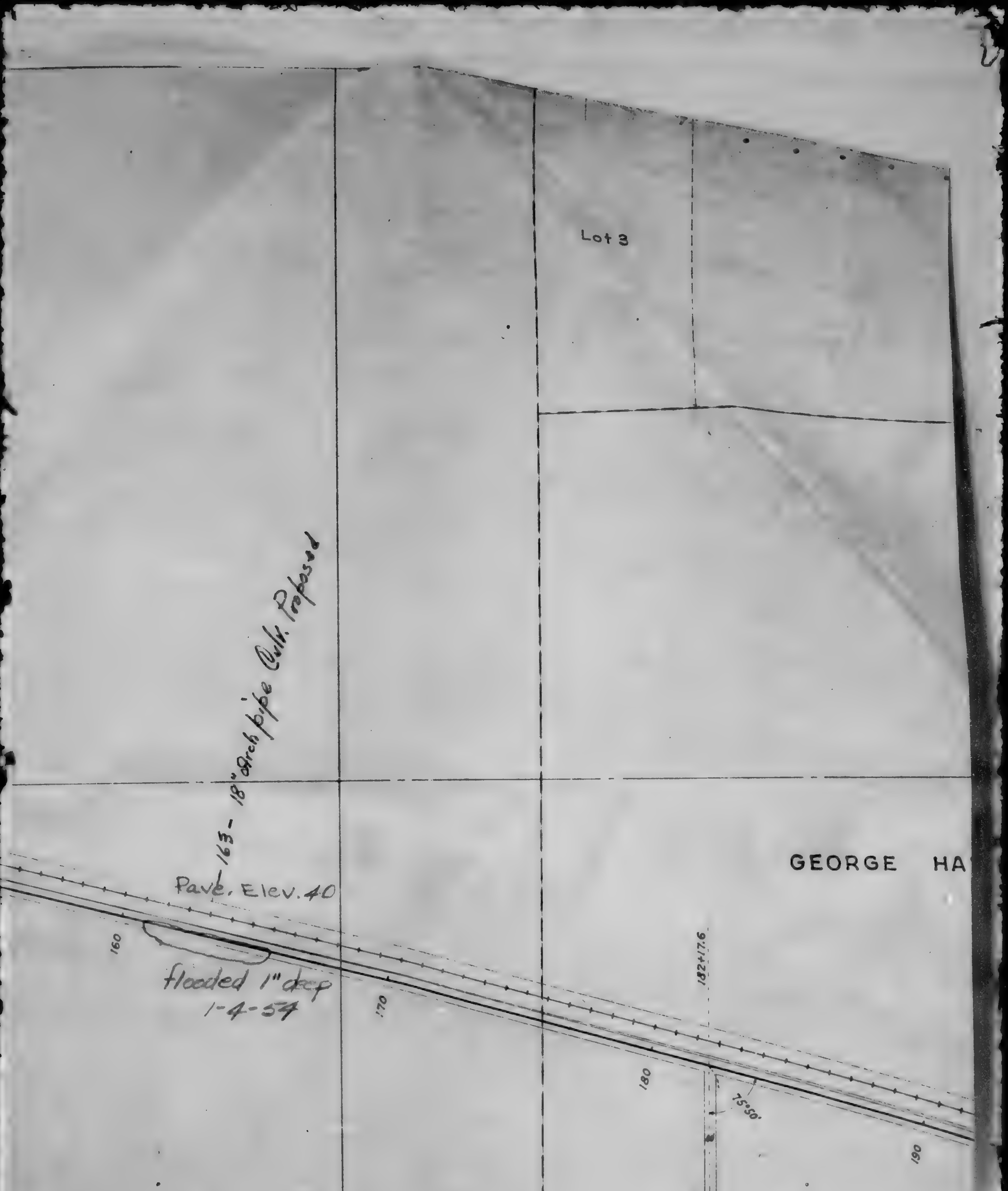


E.
Δ=0°15½' L.
AVE.
BENNETT
ST.
90+49.4 P.I.
73
72
71
70
69
68
67
(ROAD)
(ROAD)
To Portland
S.83°03½'E.
30'
4
3
2
1
64
65
66
90
109TH. AVE.
N.E. 110TH. AVE.
N.E. 111TH. AVE.
AVE.
ST.
40'
40'
661.53
75°56'
39.7
S.80°37½'E.
110
100
AVE.
AVE.
AVE.
39.75
15
ROSE
N.E.
(SLAUSEN)
N.E. 112 TH.
(CLARNIE)
30'
20'
95+47.08
N.O°32'30"W -926.05'
N.E. 115TH.
P.C. 98+35.3
N.E. 116TH.
P.T. 100+78.9
N.E. 118 TH.
SANDY ROAD
VILLAS
Church
33'
P.C. 110+11.0
(BUCKLEY)
ST.
22
Stone
1°C.R.
Δ=2°26'
T=121.7
ST.
Lot 1'
S.0°11'25"E.
27" drain
F.L. El. In
122nd St.
110+75



(From Drg. No. 1B-23-2, dated Oct. 19


Lot 3
.38
165 - 18" Arch pipe Culv. Proposed
ep
150
S.75°55½'E.
Pave. Elev. 40
160
Flooded 1" deep
1-4-54
170
180
Oct. 1933)
Wm G. WILKES D.L.C. No. 44
Fisher


Lot 3
163 - 18" Arch pipe Culv. Proposed
Pave. Elev. 40
160
flooded 1" deep
1-4-54
170
180
182+17.6
75°50'
190
GEORGE HA
G. WILKES D.L.C. No. 44
Fisher
(ROAD)

RECEIVED
1953
FOR FILING

May 27, 1953

Mr. Harry H. Pearce, President
Parkrose Chamber of Commerce
4625 N. E. 118th Avenue
Portland 20, Oregon

Dear Sir:

Reference is made to your communication under date of May 4 to the attention of Mr. D. D. Rohrbough, district representative of the Portland division headquarters, relative to improvement of the drainage system serving Sandy Boulevard, which is affected from 70th Avenue to 122nd Avenue, with special reference to relief at 102nd, 105th, and 109th Avenues.

The inability of the existing storm sewer system, now in use serving Sandy Boulevard during periods of intensive rainfall, has been discussed many times with various residents and business firms of Parkrose, and I believe you are familiar with the cause as well as the effect.

At the time the storm drainage system was constructed and installed, it was adequate to serve the drainage of the highway, which was its chief purpose. Since the original construction, the fringed development bordering Sandy Boulevard has increased the rapidity of the runoff during storm periods, with the result that the present system is unable to accommodate the runoff during periods of intensive rainfall.

The correction of the condition observed is not the responsibility entirely of the State Highway Commission to take care of the drainage of all of the businesses and residences constructed and improved since the system was installed. Therefore, we can only repeat our previous recommendations that the solution to the problem is the formation of a drainage district with the complete survey for a project that will accommodate the community in future years, and that the expense of the same should be prorated to all parties benefiting from the same. The State Highway Commission, I am sure, would be willing to bear its proportionate share of the cost of such a project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. E. A. Collier
Mr. A. G. Skelton
Mr. D. D. Rohrbough

WWS:er

FORM E-30 27,900 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

May 20th, 1953

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I am forwarding herewith copy of a letter dated May 4, 1953 from Harry H. Pearce, President of the Parkrose Chamber of Commerce, addressed to Mr. D. D. Rohrbough. Mr. Pearce brings up drainage difficulties on Sandy Boulevard through the Parkrose area, suggests possible means of relief, and indicates that the Highway Commission should do something about this situation. I am also enclosing copy of a report dated May 18th from D. D. Rohrbough on this matter.

As stated in Rohrbough's letter, we have a storm sewer which was installed, I believe, by a state sponsored W.P.A. Project in the 30's, which extends from about 88th Avenue eastward to 122nd Avenue, into 27" Outlet to Drainage Dist and varies in size from 12 inches at the west end to 18 inches near the east end of the run. This storm sewer discharges into a north and south drainage ditch of Multnomah County Drainage District No. 1, and we pay an annual pumping charge for disposal of our drainage through this district. In general, this storm sewer handles drainage adequately, with the exception of short periods in extremely heavy rain fall when it is not fully adequate to carry the drainage in a small area west of 108th Avenue. The storm sewer is on a flatter grade in this area than it is further west, and as soon as the heavy storm subsides, any access water is soon carried away.

This difficulty is primarily due to the heavy build up of the whole Parkrose area, and the improvement of streets leading into Sandy Boulevard. Drainage from these streets go into Sandy. The whole drainage system, extending from about 70th Avenue in N.E. Portland to beyond the Parkrose area, is rapidly reaching a critical stage due to this development and lack of any adequate drainage facility.

In previous discussions of this problem with Mr. Pearce and others, I have advised that general drainage problems of this nature are not a responsibility of the Highway Commission, but are of the entire area affected, and a feasible solution would be the formation of a drainage district to take care of draining the whole area affected, and probably carrying this drainage to the Columbia River. Our storm sewer on Sandy was never intended for other than to provide for storm sewer drainage of this highway. It is very questionable that the running of the laterals mentioned by Pearce at 102nd, 105th, and 109th to the first slough would be feasible without provisions being made for carrying this water on from the slough to the Columbia River, as this would not be natural drainage.

This being a policy matter, I presume you will answer Mr. Pearce's letter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: E. A. Collier
D. D. Rohrbough

RECEIVED
1953

NOTED
W. W. STIFFLER

FORM E-30X 25M 4-52 56608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 18, 1953

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
OFFICE

Dear Sir:

I am enclosing a copy of a letter which I received recently regarding drainage in Parkrose.

Our maps show that we have a 12 inch sewer, which starts at station 229 + 00. (This is approximately 200 feet West of 88th Street). This 12 inch sewer extends east to a point between 107th, and 108th Avenue, where it is increased to a 15 inch pipe. At the West edge of 112th Avenue the size of the sewer is increased to 18 inches, and carries East to the East line of 122nd, where it feeds into the 27 inch outlet sewer.

The main trouble which Parkrose is having, seems to be caused by flash floods in the section which is served by the 12 inch sewer. It is possible that a relief lateral, running North in the vicinity of 102nd Avenue, might supply enough relief to make the present drainage adequate for several years.

I believe that the cost of this improvement should be borne by a drainage district in Parkrose, as much of the water which gives trouble is coming from the abutting property and adjacent streets

Very truly yours,

D. D. Rohrbough

D. D. Rohrbough
District Maintenance Superintendent

DDR:mo'm

cc: A. G. Skelton

C
O
P
Y

PARKROSE CHAMBER OF COMMERCE

4625 N. E. 118th Ave.
Portland 20 Ore.
LI 1341

May 4, 1953

Mr. D. D. Rohrbough
State Highway Department
9200 McLaughlin Blvd.
Portland, Oregon

Dear Mr. Rohrbough:

During the heavy rains this last seasin, Sandy Blvd. was being continually flooded, especially from 102nd Ave. to 107th Ave.

I personally am not an engineer, but I have been told by men who could have the knowledge that;

1st, there is an increasing amount of hard surface year by year, thus increasing the amount of runoff water.

2nd, this water drains onto Sandy Blvd. and the size of the pipe is just not large enough to carry off this water as fast as it collects.

3rd, A probable relief, if not a complete cure, could be had by running laterals from this main pipe at 102nd, 105th and 109th North to the first slough. The distance would perhaps average about 2000 feet for each run-off lateral.

We are wondering if something could be done about this to ease the situation.

Sincerely,

Harry H. Pearce (Sgd.)

Harry H. Pearce
President

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 1 SHEETS

Parkrose Storm Sewer
Sandy Blvd.
102nd - 105th Cost Estimate 12-19-61
(Prepared for Edwards from Todo estimate) EJH.

Item		Unit	Net Quantity	Allow.	Gross Quantity	Unit Cost	Amount
1- Drainage Exc., Unc.		C.Y.	1580	160	1740	4.50	$7,830
2- 8" Conc. Sewer Pipe		Lin. Ft.	120	10	130	2.50	325
3- 12" Conc. Sewer Pipe		Lin. Ft.	340	30	370	3.00	1,110
4- 15" " " "		Lin. Ft.	12	4	16	3.75	60
5- 48" " " "		Lin. Ft.	800	40	840	21.00	17,640
6- Type "G" Catch Inlets		Each	1	–	1	125.00	125
7- Type "CG2" Catch Inlet		"	4	1	5	150.00	750
8- Curb Inlets		"	4	1	5	100.00	500
9- Type "BP" Special							
	Manhole	Each	1	–	1	1000.00	1,000
10- Type "AP" Special							
	Manhole	Each	3	–	3	1500.00	4,500
11- Extra for pipe							
Under Pavement		Lin. Ft.	1270	130	1400	4.25	5,950
						Subtotal	$39,790
				Flagging (County Share)			1,000
						Subtotal	$40,790
				20% Engr. & Conts.			8,210
				(102nd to 105th) Total Cost			$49,000
				Plus 105th St. Outfall			98,400
				Total for County Construction			$147,400

Form [illegible]

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

PARK ROSE STORM SEWER 10-20-61

82nd TO 99th AVE TEEL

TOTAL COST UNIT # I

Item		→	Unit	Quant	Allow	Total Q	Price	Cost
1	Drainage	Exc.	CY	4172	10%	4589	4.50	20,651
2	8"	conc sewer p.	lin ft	716	10%	788	2.50	1,970
3	12"	" "	"	1679	10%	1847	3.00	5,541
4	15"	" "	"	733	5%	770	3.75	2,888
5	18"	" "	"	626		657	4.25	2,792
6	21"	" "	"	1314		1380	4.75	6,555
7	24"	" "	"	616	15%	678	6.00	4068
8	27"	" "	"	878		922	8.50	7,837
9	30"	" "	"	231		243	11.50	2,795
10	Catch Inlets	Type "G"	Each	16	2	18	125.00	2,250
11	" "	" "G2"	"	7	1	8	130.00	1,040
12	" "	" "CG-2"	"	1	—	1	150.00	150
13	Curb "	(6")	"	1	—	1	100.00	100
14	Manholes	Type "BP"	"	10	—	10	350.00	3500
15	"	" "AP"	"	2	—	2	450.00	900
16	Extra for pipe	under pavt.	Lin ft.	6793	5%	7135	4.25	30,324
15	Remove manholes		Each	4	—	4	100.00	400
16	" catch inlets		"	4	—	4	24.00	96
					SUB TOTAL			93,057
				Flagging (State share)				3,300
					Sub TOTAL			96,357
			+ 20% E & C.				$	19,243
				UNIT # I		TOTAL →	$	115,600

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

PARK ROSE STORM SEWER UNIT #II (Part)

TOTAL COST

99th to 108th (STORM SEWER) ✓

Item ——→	Unit	Quan	Allow	Total Q	Price	Cost
Drainage exc	CY	3387	10%	3726	4.50	16,767
8" conc sewer pipe	Lin ft.	436	"	480	2.50	1200
12" " "	"	714	"	785	3.00	2,355
15" " "	"	277	5%	291	3.75	1,091
27" " "	"	258	"	271	8.50	2,304
30" " "	"	241	"	253	11.50	2,910
36" " "	"	263	"	276	15.00	4140
42" " "	"	514	"	540	18.00	9,720
48" " "	"	791	"	831	21.00	17,451
Type "G" catch inlets	Each	4	1	5	125.00	625
" "G2" " "	"	[illegible]	—	3	130.00	390
" "CG2" " "	"	7	1	8	150.00	1200
Curb inlets	"	6	1	7	100.00	700
Type "B-P" manholes	"	1	—	1	350.00	350
" "A-P" "	"	4	—	4	450.00	1,800
" "B-P" spec. "	"	4	—	4	1000.00	4,000
" "A-P" " "	"	2	—	2	1500.00	3,000
Remove manholes	Each	4	—	4	100.00	400
" [illegible]	"	6	—	6	[illegible]	144
Pipe under pavt	Lin ft.	3638	5%	3820	4.25	16,235
Sub total						86,782
Flagging (state share)						2,200
Sub total						88,983
+ E&C 20%						17,818
TOTAL COST						$ 106,800

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

PARKROSE STORM SEWER UNIT #II (Part)

TOTAL COST

99th To 108th (105th Outfall)

Item ——→	Unit	Quant.	Allow	Total Q	Price	Cost
Drainage exc	Cy	4128	10%	4541	4.50	20,435
36" conc sewer pipe	Lin ft	546	5%	573.	15.00	8,595
42" " "	"	658	"	691	18.00	12,438
60" " "	"	891	"	925	30.00	27,750
Type "A-P" spec MH	Each	2	–	2	1500.00	3,000
" B-P " "	"	1	–	1	1000.00	1,000
Crush base matl	Cy	384	10%	422	3.00	1266
3/4-0" shldr "	"	74	"	81	3.50	284
			sub	total		74,768
Tunnel under R-R						5,000
Move mail box ec						100
Flagging state share						2,100
			sub	total		81,968
		+ 20%	E & C			16,432
		TOTAL	COST	——→	$	98,400

Form 2-65-[illegible]

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

Parkrose Storm Sewer, 82nd Ave - 122nd Ave Section
Sandy Blvd. and N.E. Portland Hwy
108th Ave - 122nd Ave, Unit III

Quantity Summary and Estimate of Cost

	Item		Unit	Quantity	Allow	Total Quantity	Cost	Amount
1.	Drainage Excavation		Cu. Yd.	2256	10%	2482	4.50	11,169
2.	8" Conc. Sewer Pipe		Lin. Ft.	174	"	191	2.50	478
3.	12" Conc. Sewer Pipe		Lin. Ft	122	"	134	3.00	402
4.	15" Conc. Sewer Pipe		Lin. Ft.	263	5%	276	3.75	1035
5.	18" Conc. Sewer Pipe		Lin. Ft	872	"	916	4.25	3893
6.	21" Conc. Sewer Pipe		Lin. Ft.	226	"	236	4.75	1121
7.	27" Conc. Sewer Pipe		Lin. Ft	495	"	520	8.50	4420
8.	30" Conc. Sewer Pipe		Lin. Ft	800	"	840	11.50	9660
9	Catch Inlets, Type "G"		each	3	—	3	125.00	375
10.	Catch Inlets, Type "G-2"		each	6	—	6	130.00	780
11.	Manholes, Type B-P		each	6	—	6	[illegible]	2100
12.	Manholes, Type A-P		each	4	—	4	[illegible]	1000
13.	Extra for Pipe Under Pavement		Lin. Ft.	2082	10%	2247	[illegible]	13,800
14	Remove catch inlets		each.	3	—	3	24.00	72
						Sub total		51,105
			Anticipated Extra Work					
Flagging (State's Share)								1350.00
						Sub Tot.		52,455
20% Engineering and Contingencies								10,445
TOTAL		UNIT # III						$62,900
								7.5.

Form 2-40-1004

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 3 SHEETS

PARKROSE STORM SEWER

COMPARISON OF ESTIMATES

UNIT #I 82nd TO 99th storm sewer

Item →	Recon est.	Local est.	Diff	% diff
Drainage exc	11,957	20,651		
Sewer pipe	43,797	34,446		
catch inlets	2187	3636		
manholes	6620	4800		
restore pavt	7933	30,324		
flagging	0	2500		
	71,494	96,357		
+20% E&C	$85,800	$115,600	$29,800	+35%

UNIT #IIa 99th TO 108th storm sewer

Item →	Recon est.	Local est.	Diff	% diff
Drainage exc	12,613	16,767		
Sewer pipe	39,771	40,171		
catch inlets	3,147	[illegible]		
manholes	3,960	9,550		
restore pavt	4,188	16,235		
flagging	0	2300		
	63,679	88,982		
+20% E&C	$76,400	$106,800	$30,400	+40%

Form E-89-3000

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 3 SHEETS

PARKROSE STORM SEWER

COMPARISON OF ESTIMATES

UNIT # IIb 105TH Outfall

Item →	Recom est	Local est	Diff	% Diff
Drainage exc.	15,744	20,435		
Sewer pipe	59,618	48,783		
Manholes	1660	4,000		
Pipe under RR	0	5000		
Restore surf.	0	1550		
Flagging	0	2100		
Move mailbox	0	100		
	77,052	81,968		
+20% E & C	$92,100	$98,400	$6,000	6%
UNIT # III	109th	to 122nd Ave		
Drainage exc	8424	11,169		
Sewer pipe	21,448	21,009		
Catch inlets	2325	1227		
Manholes	3600	3900		
Restore surf	4590	13,800		
Flagging	0	1350		
	40,387	52,455		
+20% E & C	$48,500	$62,900	$14,400	30%
GRAND TOTALS (ALL)	$303,100	$383,700	$80,600	27%

UNITS I, IIa, IIb, & III

Form 2-40-[illegible]

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 3 OF 3 SHEETS

PARKROSE SEWER

UNIT PRICE Comparison

10-26-61-Ti

Item	——→	Unit	Recom.	Location		
1	Drainage exc	CY	2.34	5.50		
2	8" conc pipe	Linft	2.41	2.50		
3	12" " "	"	2.98	3.00		
4	15" " "	"	3.54	3.75		
5	18" " "	"	4.06	4.25		
6	21" " "	"	4.69	4.75		
7	24" " "	"	5.79	6.00		
8	27" " "	"	10.50	8.50		
9	30" " "	"	11.60	11.50		
10	36" " "	"	—	15.00		
11	42" " "	"	17.50	18.00		
12	48" " "	"	22.50	21.00		
13	68" " "	"	—	30.00		
14	Type "G" catch inlets	Each	84.61	125.00		
15	" "G2" " "	"	88.20	180.00		
16	" "CG2" " "	"	—	150.00		
17	Curb inlets	"	—	100.00		
18	Manhole Type A-P	"	360.00	450.00		
19	" " B-P	"	—	360.00		
20	" Spec A-P	"	[illegible].00	1500.00		
21	" " B-P	"	—	1000.00		
22	Pipe under pavt	Linft	—	4.25		

Job No. ____________

Sheet ____ of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for PARKROSE STORM SEWER

Made by ________, 19____ Checked by ____________, 19____ Backchecked by ____________, 19____

11-3-61

CONTRIBUTIONS TO SYSTEM

	CFS (FOR DESIGN)	CFS (STATE SHARE) 260' {80' N 180' S of ℄
UNIT # I 82 TO 99	48.8	27.[illegible]
UNIT # IIa 99 TO 108	138.6	39.8
UNIT # IIb 105th OUTFALL	138.6	39.8
UNIT # III 109 TO 122	30.6	14.0
TOTAL	169.2	53.8

STATE SHARE (260' strip)
32%

99- 122

99- 264
95 = 252

4 12

122 - 7.43

Col Blvd = 6.31 approx 97

23
300
6900
6000 1.13
5780
1200
5380
19200

Parkrose Section
Unit 82nd - 99th Ave
Mult. Co.
State Project
Contr No. 2924 Parker Schram
Clay Cornett
Sept 1947 - June 1948

12" Sewer-Storm So. Side 87½st to 99th

99- 12"-
107 - 15 112-18" to 122

FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 18th, 1952

SUBJECT:
Drainage Complaint
88th and Sandy

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 10th, concerning a complaint from a Mrs. Harriette Schonhard about a drainage condition at her property near 88th Avenue and N.E. Ward Street south of the Columbia River Highway in Parkrose.

I am forwarding herewith copy of Darel Rohrbough's report of December 17th on this matter, and you will note from his report that our drainage on Sandy Boulevard is taken care of by the storm sewer that runs along Sandy Boulevard from about 122nd Avenue. There appears to be no responsibility on our part on the drainage condition complained of.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: D. D. Rohrbough

NOTED
W. W. STIFFLER

FORM E-30X 35M 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 17, 1952

SUBJECT: File #186
Drainage complaint 88th
and Sandy

To: Mr. A. G. Skelton
Division Engineer
Office

Dear Sir:

On December 16th I called at Mrs. Harriette Schonhard's residence to investigate her recent complaint which charged that torrents of water pour off of Sandy Boulevard,on 88th Street and then across her place. Mrs. Schonhard was not at home, but I talked with her daughter and have since talked to Mrs. Schonhard by phone.

I find that Mrs. Schonhard lives on the S. W. corner of Ward and 88th Street in an area which receives considerable drainage from the West, along Ward Street, and from the North via of 88th Street. This accumulated water then runs South along 88th through the ditch which she has dug past her property.

In checking our drainage on Sandy Boulevard, I find that water drains West along the Southerly curb line of Sandy from Station 236+50 (which is approximately 100 feet East of N. E. Prescott Street) to Station 231+20 which is a standard catch basin at the S. E. Corner of 88th and Sandy. This basin has an 8" outlet which empties into our 12" storm sewer and is then carried East on a 0.20% grade to Station 240, where the grade increases to 3.02%.

I believe that our present drainage at this point is adequate for at least ordinary storms. If the catch basin at the S. E. corner of 88th is kept open there should be no water running South from our road onto 88th.

When I talked to Mrs. Schonhard on the phone, I told her that we already have a catch basin on the corner where she proposed a dry well. I also told her that we will rod out the connection from the basin to the sewer to make certain that our drainage is operating.

NOTED
W. W. STIFFLER

FORM E-30X 35M 4-36 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 17, 1952

SUBJECT: File #186
Drainage complaint 88th
and Sandy

To: Mr. A. G. Skelton

Page 2

I will watch the condition at this street during the future storms and if we have need for further corrective measures, I will advise you.

Very truly yours,

Darel D. Rohrbough

Darel D. Rohrbough
District Maintenance Superintendent

DDR:me

December 7, 1952

State Road Commission
Salem, Oregon

Gentlemen:

I think it is about time that the State gave me some help in taking care of the torrents of water that pour down off their State Road and across my property. This water comes along several blocks on Sandy Blvd.(Columbia River Highway) and then turns on 88th Street, (a dirt road unclaimed by anyone) rushes one block south downhill and then across my place.

For four years my ten year old girl and myself have had to work like mad to divert this water from ruining everything on our place and in our basement. We have had several terrific repair bills on the furnace on account of this flooding. The small ditch (permission of Multnomah County) we can manage to keep open around our property is not too adequate for the huge amount of water that comes off your State Highway.

It seems to me you could put a dry well or some such thing at the corner of 88th and Sandy and take care of this situation yourselves. The County Fathers say they can do nothing since the water is coming from a State Highway.

Very truly yours,

M Harriette Schonhard
M. Harriette Schonhard
8844 N. E. Ward
Portland, 20, Oregon

RECEIVED
DEC 9 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
NOV 26 1951
FOR FILING

November 16, 1951

Mr. Douglas Densen, Secretary
Parkrose Kiwanis Club
10518 N. E. Sandy Boulevard
Portland 20, Oregon

Dear Sir:

Your letter under date of November 7 to the State Highway Commission, on the subject of unsatisfactory drainage on Sandy Boulevard in the vicinity of Parkrose, is hereby acknowledged.

The subject matter of your letter has been the basis of considerable correspondence between Mr. A. G. Skelton, Division Engineer at Portland, and the Parkrose Chamber of Commerce, during the month of October, resulting in an investigation by Mr. Skelton and the District Maintenance Superintendent for that portion of the Portland district. Upon receipt of your letter, I personally made an inspection of the park district between 82nd and 122nd Streets, accompanied by Mr. Skelton.

The entire drainage system to accommodate storm waters was described in detail by Mr. Skelton in his correspondence with the Parkrose Chamber of Commerce. This system, of course, consists of a storm sewer with suitable intakes at cross streets by means of catch basins, which system was built 10 or 15 years ago and was not designed as a system to drain those areas far removed from the highway, which, since the development that has occurred since 1935, now overtaxes the system during extreme or extraordinary storms.

My investigation on Wednesday, November 14, does not reveal any negligence on the part of the Maintenance Department in the maintenance of Sandy Boulevard between 82nd and 122nd Streets as to the surface, gutters, or drainage. Admittedly, there is a minor amount of ¼" - 0" materials used in sealing the widened pavement which are loose but are not obstructing the drainage in the gutters. All catch basins were free and functioning with no obstruction from free or loose gravel.

The only exception to the above statements occurred in the intake at 102nd Street where slight inequalities in a flat grade result in a small amount of standing water, none of which is more than one inch in depth. This condition we propose to correct as a result of a survey, with our portable paving crews in the 1952 season. It is impossible to correct this condition at the present time, as the thin patches of asphaltic concrete cannot be successfully placed during the winter season.

You may rest assured that we will continue to sweep or clean the gutters at regular intervals, to the end that surface drainage is not impeded or restricted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er
cc Mr. E. A. Collier
Mr. A. G. Skelton

Parkrose Kiwanis Club

10518 NE Sandy Blvd.,
Portland 20, Oregon

7 November 1951

Oregon State Highway Comm.,
Salem, Oregon

Gentlemen:

The protests received from the members of our club having places of business on Sandy Blvd. prompts us to bring to your attention the flooded street, sidewalk, and business establishments taking place with an average rain - Not A Downpour!

Our observation reveals that Sandy Blvd. is not swept with any particular regularity or with little or no effort to prevent parking while the task is underway. This statement is borne out by the fact that two and three inches of gravel two feet in width is lying at the curbs now. It is obvious this gravel will be deposited in the catch basins in the next rain, so please act!

In conclusion, please bear in mind, that we are interested in establishing some regularity of preventing this clogging of catch basins from the sand and grit that finds its way to our gutters and thence to the basins. Your cooperation will enable our club to state to the citizens of our community that we do live up to the objects of Kiwanis International. Thank you.

Yours very truly,

PARKROSE KIWANIS CLUB

Douglas Densen

Douglas Densen
Secretary

102nd St.
N. Side

[illegible]

NOTED
W. W. STIFFLER

[illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
PORTLAND
CHAS. H. REYNOLDS, MEMBER
M. K. McIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE EM 2185

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

November 6, 1951

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Cliff Curry, Secretary
Parkrose Chamber of Commerce
10524 N.E. Sandy Boulevard
Portland 20, Oregon

Dear Sir:

This will acknowledge your letter of October 26th, concerning the complaint of the Parkrose Branch of the Portland Post Office in regard to the mudhole condition surrounding the letter box located on the northeast corner of 102nd and Sandy Boulevard.

We have made a complete investigation of this matter, and find that the problem is caused primarily by the condition of 102nd Avenue immediately north of our right of way line on Sandy. This street rises from our highway grade and is full of chuckholes, water and mud. The sidewalk leading east from 102nd is well below the curb grade, so that water tends to stand on the sidewalk. Mud from the street is also carried out on Sandy which tends to impair drainage along the curb line.

We have checked the grade along our curb line, and there are spots where water would stand one half inch or so deep. We will try to correct this condition along the curb line during our next paving season, but the correction of the situation around the mail box, would I presume be up to the property owner, who should raise his sidewalk to proper grade. The condition could also be helped by the improvement of 102nd Avenue north.

Yours very truly,

NOTED

A. G. SKELTON
Division Engineer

AGS:w
cc: E. A. Collier
D. D. Rohrbough

NOTED
JOHN BOND

FORM E-90X 25M 3-51 47190

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 30th, 1951

SUBJECT: Complaint of Parkrose Chamber of Commerce on Sandy Boulevard

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith letter dated October 26th from Mr. Cliff Curry, Secretary of the Parkrose Chamber of Commerce, also a copy of my reply to Mr. Curry as of this date.

During the night of October 22-23 we had an extremely heavy rain in the entire Portland area, particularly N.E. Portland. I believe our total rain fall was in excess of 2 inches during the night. Considerable difficulty was experienced in Parkrose where our storm sewer system was not adequate to carry the water off as it fell. We also experienced considerable difficulty on N.E. Prescott Street right off of 82nd Avenue, where water rose to a depth of several feet flooding basements and fields. This condition of heavy and rapid run off has been increasing with the great deal of new construction in this area. We are planning on cleaning some four sumps on Sandy Boulevard west of 82nd Avenue where part of this water came from, but as far as the condition in Parkrose, and to a great extent the condition at 82nd and Prescott, I do not believe that anything other than general storm sewer construction in the whole area will solve the problem. I certainly cannot see that it is the responsibility of the State Highway Commission to provide storm sewers for the entire area, or that the State has any responsibility for a flood condition such as this.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.

NOTED
L. R. Chandler

COPY

FORM E-185X 10M 10-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
~~SALEM~~ Portland

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 30, 1951

Mr. Cliff Curry, Secretary
Parkrose Chamber of Commerce
10524 N.E. Sandy Boulevard
Portland 20, Oregon

Dear Sir:

I have your letter of October 26, 1951 calling our attention to considerable criticism on what you state was the inadequate maintenance of the catch basins on Sandy Boulevard in the business district of Parkrose, plus lack of proper drainage in the recent heavy rain that occurred Monday night of last week. For your information our crews covered this area throughout Monday night. The crew from the Troutdale headquarters were patrolling this entire area most of the night, and I also sent a crew from Portland through Parkrose at about 11:00 P.M., which was during the period of maximum rainfall. Rainfall during this night was one of the heaviest we have ever experienced, and drainage difficulties were widespread throughout the entire Portland-Troutdale area.

In the construction of the section of Sandy Boulevard from 122nd Avenue to 82nd Avenue, the State installed a storm sewer from 18" to 12" in size, which connected to the lines of Multnomah County Drainage District No. 1 at 122nd Avenue. This storm sewer will handle all normal rainfall, but is inadequate to take care of a flood such as the one that occurred last week. This difficulty was not a question of catch basin maintenance, but simply a question of too much water coming down for existing facilities to handle. With the extensive construction in the Parkrose area, the hard surfacing, etc., of roads, more and more water is being brought down on Sandy Boulevard, and there will unquestionably be times of extreme run-off where existing facilities will be overloaded.

In regard to the low spot you mentioned on the S.W. corner of N.E. Prescott, this is a minor difficulty, due primarily to waste water from the service station there coming on to the highway throughout the year where it occasionally stands from one-half inch to 1" deep alongside the curb. I told Mr. Pearce at the time he brought up this matter that we would investigate it and try to correct this condition, probably in connection with our pavement patching program this coming construction season.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: E. A. Collier
11/2/51
Copied for: W. W. Stiffler (2)

NOTED
W. W. STIFLER

PARKROSE CHAMBER OF COMMERCE

Affiliated with Oregon Chamber of Executives
10524 N. E. Sandy Boulevard
Portland 20, Oregon
KEnwood 1706

26 October 1951

Highway Dept.,
SE McLoughlin Blvd.,
and, Oregon

Attention: Resident Engineer

eavy rainfall the first part of this week brought considerable cism of the inadequate maintenance of the catch basins on Sandy , in the business district, plus the lack of proper drainage. rticle from the local press provides an excellent summary of the aints this office has received. Our own observation convinces us the maintenance is not up to par and could well afford more frequent ction, especially during the winter season.

ime ago our State Highway representative contacted your office ive correction of the low spot on the southwest corner of NE Prescott andy Blvd., however nothing has been done to correct this condition. rganization cannot conscientiously inform this business man that is nothing that can be done about it. We are sure you would not us to.

ing you will give these matters there deserving attention, we are,

Yours very truly,

PARKROSE CHAMBER OF COMMERCE

Cliff Curry,
Secretary

ro

Heavy Rains Flood Sandy Merchants

A pent-up rain storm, which pelted the Parkrose area furiously this week, combined with clogged drains on Sandy boulevard to bring considerable grief to Parkrose merchants.

The cost in terms of money was small, but high in the amount of time and tempers lost, especially for business people between 105th and 108th avenues on Sandy.

A spot check immediately following the lashing rain of Monday night showed that probably one merchant in every four along the 3-block strip had been inconvenienced in some way.

The hardest hit establishments seemed Kruse Motors, Priceless Drugs, Mode O' Day shop, Parkrose Tavern and Parkrose Pharmacy.

However, owners and employees said worst damage occurred on Sunday night, October 21, and more or less prepared them for Monday's storm.

"If those drains were big enough, and didn't keep clogging all the time, we wouldn't have this mess," said one merchant.

Another condemned the recent resurfacing of Sandy boulevard as the cause of the trouble. "They raised that highway four to six inches and now all the water runs down on us," he said.

Probably the worst flooded area was in front of Kruse Motors, 10602 N. E. Sandy boulevard, where water swirled into the service department and garage. Pumps, working swiftly Tuesday morning, were kept busy for some four hours.

At the Parkrose Pharmacy, the water necessitated stacking three lines of two-by-fours reinforced with towels against the front door.

Pumps also pushed water out of the basement of Mode O' Day shop at 10626 N. E. Sandy boulevard Tuesday.

Priceless Drugs suffered at least $50 in damage, co-owner Robert Plut said. This was a good average amount for most of the other stricken establishments.

Motors were shorted out at the Parkrose Tavern, said owner William Ingram, and were replaced.

NOTED
W. W. STIFFLER

N OTED
L . Chandler

NOTED
W. W. STIFFLER

PARKROSE CHAMBER OF COMMERCE

Affiliated with Oregon Chamber of Executives
10524 N. E. Sandy Boulevard
Portland 20, Oregon
KEnwood 1706

26 October 1951

State Highway Dept.,
9200 SE McLoughlin Blvd.,
Portland, Oregon

Attention: Resident Engineer

Sir:

The heavy rainfall the first part of this week brought considerable criticism of the inadequate maintenance of the catch basins on Sandy Blvd., in the business district, plus the lack of proper drainage. The article from the local press provides an excellent summary of the complaints this office has received. Our own observation convinces us that the maintenance is not up to par and could well afford more frequent inspection, especially during the winter season.

Sometime ago our State Highway representative contacted your office relative correction of the low spot on the southwest corner of NE Prescott and Sandy Blvd., however nothing has been done to correct this condition. Our organization cannot conscientiously inform this business man that there is nothing that can be done about it. We are sure you would not want us to.

Trusting you will give these matters there deserving attention, we are,

Yours very truly,

PARKROSE CHAMBER OF COMMERCE

Cliff Curry,
Secretary

ClC/vro

OTED
. Chandler

W. W. SHIFFLER

NOTED
W. W. SHIFFLER

RECEIVED

RECEIVED
MAY 15 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1947

SUBJECT:

NOTED
State Highway Engineer

To: Mr. R. H. Baldock,

Office.

L

Dear Mr. Baldock:

There has been placed on my desk a complaint made by Mr. G. C. McKinney of 4348 88th Street, Portland, relative to water from the Columbia River Highway at 88th Street which runs south along 88th Street to Skidmore, about two blocks, and then disappears into the ground. It is claimed that during storms water washes the gravel surface and makes bad holes.

Mr. Neuner inspected this matter with Mr. Collier and Mr. Williams and made his report to you and to me under date of March twenty-seventh.

The purpose of this letter is to say to you that I concur in Mr. Neuner's observations.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:PW

5-416

420-1

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 27, 1947

Drainage from Columbia River Highway
(US30) at 88th Avenue

J. M. Devers
R. H. Baldock
State Highway Commission

Office

In accordance with Mr. Baldock's request of March 14, the writer examined this area with Maintenance Engineer Collier and Division Engineer Williams, on March 25.

It is my opinion that Mr. G. E. McKinney and his neighbors have a very legitimate cause for complaint to the Highway Commission for the reason that an excessive burden is being cast upon their property and particularly the street abutting their property. The conditions in the area are such that water picked up by our highway flows from approximately 82nd Street to 88th Street at which point the highway is dipped and likewise considerable drainage flows from at least two blocks to the east. The area along the highway is quite developed and there are no drainage ditches nor any storm sewers. Prior to the area being built up there is no question but what the water seeped off to the south to low property in the vicinity of Rocky Butte and the Sanctuary of Our Sorrowful Mother. However, there are no defined ditches or ultimate escapes of the water to this point and to direct highway drainage to this location would create a lake with problems of stagnation, etc.

Through Parkrose itself, which is to the east, the Highway Commission has installed a storm sewer system which takes the drainage therefrom out to the north and into a drainage district from whence it is pumped into the Columbia River.

It is my understanding that the Commission presently plans to put in curbs and do some other improvement work in this area and I earnestly recommend that a part of this improvement include the installation of storm sewers and drainage within the right of way from 82nd Street on east to connect or be coordinated with the present storm sewer system on through Parkrose. It is realized that this is an expensive undertaking, but it is unreasonable to continue the maintenance of the highway in its present condition and cast water burdens upon some property owner whose property happens to be on lower ground.

G. W. NEUNER

GWN:PJH

cc: W. C. Williams
E. A. Collier

3-25-47
Commission approved a project.
from 82nd to 96th St.
Wider Pavement 60000
Storm Drainage 20,000
$80,000

Bill S.

FORM E-30 25M 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 12, 1947
Salem, Oregon

SUBJECT: Drainage at Parkrose

To:

R. H. Baldock
State Highway Engineer
Department

Dear Sir:

Mr. G. C. McKinney, 4348 N. E. 88th St., Portland, telephone Garfield 7398, called at this office. He lives on the east side of 88th Street, the second house south of Ward Avenue, and is away from home during the day. Mr. McKinney reports that water from the Columbia River Highway at 88th Street runs south along 88th Street to Skidmore about 2 blocks and then disappears into the ground. During storms the water washes the gravel surface and makes bad holes.

This is a dedicated street, not inside the city limits, and not taken over by Multnomah County for maintenance. There are no curbs or oiled surface but several people live on it and Mr. McKinney has been obliged to do most of the maintenance himself. Mr. McKinney thinks he should get some relief and suggests that the state build a storm drain some 700 feet long from the Columbia River Highway to Skidmore and across Skidmore. He says there are fifteen houses along 88th Street on this section. It is not on a state highway. The county maintained it prior to our taking over the Columbia River Highway. The highway seems to have the tendency to concentrate the water so that more flows off at this spot than was the case before the highway. The water drains from 90th Street west to 88th; very little water comes from west of 88th Street.

I suggest you ask the Legal Department what our obligation is in such a case. The cost might run $2,000. The state took this road over on March 1, 1930, for maintenance from Multnomah County. If it is our obligation to do something about this drainage, we should study the possibility of draining to the north across the highway and determine fully that this drainage to the south will not result in another problem at the end of the storm sewer.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:FH

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 26, 1938

IN REPLY PLEASE
REFER TO FILE NO.

431-1

Mr. Harry Pearce, Chairman
School Board, District No. 3
11416 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

With reference to your request that you be permitted to make connection to our storm drain on Sandy Boulevard from the school property, advise that we must deny the request for the following reasons:

1) Under the terms of our agreement with Multnomah County Drainage District No. 1, we are not to permit additional drainage into this pipe without making arrangements with them and paying additional money for pumping.

2) Our storm drain is not designed to handle additional water and we must therefore refuse all requests for connections.

Very truly yours,

State Highway Engineer

RHB:HI

cc J. N. Bishop

February
19th
1938

420-1

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

This will acknowledge your letter of January 27 concerning the request of Mr. Harry Pearce, Chairman of Multnomah County Schoolboard District #3, for permission to connect the school district pipe or storm sewer to the storm sewer on Sandy Boulevard as constructed by the State Highway Department.

The Highway Commission entered into an agreement with Multnomah County Drainage District #1 in which they agreed to not permit additional drainage into the highway pipe without making further arrangements with the drainage district and paying an additional sum for pumping. Furthermore, the highway drainage pipe is not designed to handle additional water and I, therefore, recommend that the Highway Department adopt a policy of not permitting additional drainage into the highway storm sewer.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. N. Bishop
Maintenance Engineer

JNB/er

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
February 14, 1938

420-1

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Attention: J. N. Bishop

Dear Sir:

Your letter of February 8th received, asking me to call on Mr. Pearce, Chairman of School Board District No. 3, concerning drainage from Park Rose School.

I called at Mr. Pearce's house, but he was not at home. His address is 11,416 N. E. Sandy and he has no phone.

With respect to his request for permission to attach a school drain to the state's newly constructed storm drain on Sandy Boulevard, will report that (1) under the terms of our agreement with Multnomah County Drainage District No. 1, we are not to permit additional drainage into this pipe without making arrangements with them and paying additional money for pumping and (2) our storm drain is not designed to handle additional water and while it functioned satisfactorily during recent heavy rains, I think for safety we should adopt the policy of permitting no additional drainage into it of any sort and, in particular, we must police this line against the putting of any sewage or drainage from septic tanks into it, as the Drainage District holds us responsible.

Mr. Pearce works Saturday afternoons also, but if you wish I will attempt again to see him. My recommendation is that we deny his request for the reasons given above.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
MAY 19 1938
FOR FILING

January 27, 1938

Mr. J. H. Bishop
Maintenance Engineer
OFFICE

Dear Sir:

Mr. Harry Pearce, Chairman of School Board District No. 3, Multnomah County, appeared before the State Highway Commission at its meeting on January 6 with representatives of the Parkrose Water District. Mr. Pearce said that the school district now has a drainage culvert across, I think he said Brainard Street, at 106th Avenue but the culvert is not large enough and as a result the water backs up onto private property, much to the annoyance of the property owners. He inquired whether or not the Highway Commission would permit the district to join its pipe line with the state's culvert on Sandy Boulevard.

The Commission referred this matter to the Engineer for investigation and report. I would suggest that you contact Mr. Pearce in regard thereto.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock
Mr. Collier

FORM 8-A-1 6M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

605 Westerly Bldg.
October 15, 1937

IN REPLY PLEASE REFER TO FILE NO.
170

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: E. G. Smith

Dear Sir:

Please refer to Mr. Otten's letter of October 8th concerning pumping cost for Sandy Road drainage.

99th to 122nd

The W.P.A. Project which Mr. Otten is handling provides for storm water drainage of about 6000 ft. of Sandy Boulevard from the intersection with Columbia Boulevard easterly to 122nd Avenue. At 122nd Avenue the water is emptied into a Multnomah County culvert and thence flows north into the Drainage District. The Drainage District requests the state to pay the average annual pumping cost per acre for the privilege of putting this water into their drainage system. There will be about ten or twelve acres of our right of way drained by this system and Mr. Walters of the Drainage District advises me that the annual pumping cost has averaged about $.90 per acre per calendar year, with a maximum of perhaps $1.15 per acre and a minimum of $.75 per acre. If the state permits property owners to drain their properties into this storm drain, the District will expect us to pay for the additional acreage drained. They can not permit the introduction of any sewage or septic tank drainage, as this would create a nuisance in their district. I can see the District's argument that if the state puts this water into their District when they have to pump in the winter, then the state should pay the additional cost of pumping. However, the Highway Department primarily is in the business of constructing and maintaining highways and this storm drain apparently will let us into a perpetual pumping charge and it will be necessary for us to police, more or less, the introduction of any other drainage water or of any sewage into this drainage which ultimately reaches the District.

Herewith an Agreement, in five copies, written up Mr. A. J. Walters, Secretary-Treasurer of the Multnomah County Drainage District. Please discuss this with Mr. Otten and Mr. Bishop and if in satisfactory form, submit to the Highway Commission for signature.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. M. Bishop
Geo. Otten

F-29(15) W. Unit, Tanner Cr.-Remote Sec., 1962
Coos Bay-Roseburg Hwy. (Grad., Oil.,
#6189 & Aggreg. Prod.) [redacted]

RECEIVED
OCT 14 1968

OSO 2234-6
August 1968

F-27 150
6147

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
729 N. E. Oregon Street (P.O. Box 2965)
Portland, Oregon 97208

In reply refer to:
100.5a
Oregon 012294
2234

OCT 10 1968

File 34376, Oregon 012294
Tanner Creek-Remote Section
Coos Bay-Roseburg Highway
Right of Way

DECISION

36

Proof of Construction Accepted

Serial number of right-of-way grant: Oregon 012294

Name of grantee: State of Oregon, State Highway Department

Date of grant: May 23, 1962

The above-captioned grantee having complied with the requirements of the law and regulations as required by decision of May 23, 1962 the proof of construction is hereby accepted and approved.

Virgil O. Seiser
Virgil O. Seiser
Chief, Branch of Lands

Orig. to mailing 10-11-68

RECEIVED
OCT 11 1968

RECEIVED
JAN 24 1966

FOR FILING

F 29(15)

6119

January 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. F-29(15)

Dear Sir:

Your September 7, 1965, endorsement noted that contract work on Contract No. 6189, West Unit, Tanner Creek-Remote Section in Coos County, Federal-Aid Project No. F-29(15), was satisfactory. The State Highway Commission authorized acceptance of the contract as of September 8, 1965.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order by State Forces, or others, completed 8-30-65.

Materials Report PR-47 (3 copies) submitted 7-7-65.

Attachments are as follows:

Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (D-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:bb
cc: Mr. C. H. Maison
Mr. F. D. Morgan
Mr. R. N. Chase

RECEIVED
SEP 10 1965
FOR FILING

F-29 (15)

6184

September 10, 1965

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6189 awarded to S. A. Hutchins and Associates Construction Company for grading, oiling, and aggregate production on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, was completed on July 6, 1965, and accepted by the Highway Commission on September 8, 1965.

Final payment in the amount of $87,613.29 will be released to the contractor after September 17, 1965. The total contract amount is $1,523,215.41 including $128,428.82 for work performed under force account.

You have previously been notified of claims filed against this contract, of which the major portion has been settled.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc S. A. Hutchins & Assoc. Constr. Co.
Jewett, Barton, Leavy & Kern

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 9 1965
FOR FILING

F-29 (15)

6189

September 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 6, 1965, on Contract No. 6189. The contract was with S. A. Hutchins and Associates Construction Company and was for grading, paving, and aggregate production on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective September 8, 1965, and that you concur in this procedure at the Commission meeting on September 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg fn

RECEIVED
SEP 1 - 1965
FOR FILING
F-29(15)
6189

August 31, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that remedial guardrail painting was completed on August 31, 1965, on Contract No. 6189, West Unit, Tanner Creek - Remote Section, in Coos County, in connection with Federal-Aid Project No. F-29(15).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:________________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: Mr. H. S. Cox
NKG:ko

RECEIVED
AUG 3 1 1965
FOR FILING

STATE COPY

Monthly transaction number 8-15-7	FORM -2A (5-31) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number F-29 (15) 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-24-65	County Coos
		Project number F-29(15)

6189

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 4, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 1,298,150.00
Revised Federal funds	$ 823,500.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of August, 19 65.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. S. Klabe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

~~XXX~~ A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

6189

RECEIVED
JAN 8 1963
8-19
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO. 'R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT AGREEMENT 1 5 6189	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Coos**
		PROJECT NO. **F-29(15)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 2.25 Mi. W. of Remote E. 1.53 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-62	1.531
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,114,939.00	$ 702,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Asst **State Highway Engineer**
(Title)
By ______
(Title)
By ______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
(Division Engineer)
L. R. Backlund
By: L. R. Backlund
Administrative Manager
Date executed by Division Engineer January 4, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. F-29(15)

WEST UNIT, TANNER CREEK-REMOTE SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 12, 1962

Type Code 5231
Roadway (Sta. 741+50 to Sta. 822+33.44) (Contract 6189)

Clearing and Grubbing	All	Required		$ 100,000.00
Drainage Excavation, Unclassified	5,200	cu.yds.	$ 2.50	13,000.00
Embankment Foundation Excavation, Unclassified	1,800	cu.yds.	0.90	1,620.00
General Excavation, Unclassified	598,000	cu.yds.	0.72	430,560.00
Extra for Selected Materials	228,400	cu.yds.	0.27	61,668.00
Short Overhaul	1,188,000	yd.sta.	0.015	17,820.00
Long Overhaul	21,800	C-yd.sta.	0.40	8,720.00
Finishing Roadbed and Slopes	1.79	miles	1,000.00	1,790.00
Rounding Cutbanks	2,400	lin.ft.	0.20	480.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.10	357.00
24-inch Corrugated Steel Pipe	46	lin.ft.	7.00	322.00
30-inch Corrugated Steel Pipe	90	lin.ft.	10.00	900.00
36-inch Corrugated Steel Pipe	510	lin.ft.	13.50	6,885.00
42-inch Corrugated Steel Pipe	100	lin.ft.	18.00	1,800.00
48-inch Corrugated Steel Pipe	180	lin.ft.	26.00	4,680.00
60-inch Corrugated Steel Pipe	130	lin.ft.	30.00	3,900.00
72-inch Corrugated Steel Pipe	120	lin.ft.	39.00	4,680.00
10-inch Steel Drain Pipe	770	lin.ft.	2.80	2,156.00
6-inch Perforated Steel Drain Pipe	140	lin.ft.	1.90	266.00
8-inch Perforated Steel Drain Pipe	13,000	lin.ft.	2.25	29,250.00
Special Backfill in Drains	1,900	cu.yds.	6.60	12,540.00
Salvaging and Reinstalling Culvert Pipe	220	lin.ft.	8.00	1,760.00
Salvaging and Stockpiling Culvert Pipe	50	lin.ft.	2.50	125.00
18-inch Culvert End Section	2	only	42.00	84.00
30-inch Culvert End Section	1	only	95.00	95.00
36-inch Culvert End Section	8	only	120.00	960.00
42-inch Culvert End Section	1	only	170.00	170.00
48-inch Culvert End Section	2	only	200.00	400.00
Metal Guard Rail	8,600	lin.ft.	2.50	21,500.00
Guide Posts, FW-1	100	only	7.25	725.00
Coarse Crushed Material in Base	45,300	tons	2.40	108,720.00
3/4" - 0 Material in Base	6,200	tons	2.50	15,500.00
Sprinkling	2,100	M-gals.	2.25	4,725.00
Preparation of Base	1.79	miles	600.00	1,074.00
3/4" - 0 Material in Binder Course	340	cu.yds.	5.05	1,717.00
Furnishing and Placing Aggregates	2,230	cu.yds.	5.30	11,819.00
RC-250 Asphalt	52	tons	50.00	2,600.00
200-300 Asphalt	170	tons	46.50	7,905.00
RS-1 Asphalt	46	tons	48.00	2,208.00
				$ 885,481.00

Flagging (57½% of Contractor's Cost)	All Required	$ 17,500.00
Horizontal Drains	All Required	6,000.00
Slide Removal	All Required	100,000.00
River Channel Revision	All Required	1,000.00
Seeding and Mulching	All Required	3,600.00
		$ 128,100.00
	Subtotal	$1,013,581.00
	10% Engr. & Cont.	101,358.00
	Total	$1,114,939.00

Length of Roadway	1.531 Miles
Cost of Roadway Per Mile	$728,242.32

Federal Funds	$ 702,000.00
State Funds	412,939.00
	$1,114,939.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

	Work Retained in P.S.& E. Status		
	Total Cost	Federal Funds	State Funds
Coos-Curry Electric Co-op.	$13,200.00	$ 8,000.00	$ 5,200.00
West Coast Tel. Co.	28,600.00	18,000.00	10,600.00
	$41,800.00	$26,000.00	$15,800.00

Oregon State Highway Department

Federal-Aid
Project No. F-29(15)

WEST UNIT, TANNER CREEK-REMOTE SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 15, 1962

Type Code 5231
Roadway (Sta. 741+50 to Sta. 822+33.44)

Clearing and Grubbing	All	Required		$ 42,000.00
Drainage Excavation, Unclassified	5,200	cu.yd.	$ 3.00	15,600.00
Embankment Foundation Excavation, Unclass.	1,800	cu.yd.	1.00	1,800.00
General Excavation, Unclassified	598,000	cu.yd.	0.70	418,600.00
Extra for Selected Materials	228,400	cu.yd.	0.25	57,100.00
Short Overhaul	1,188,000	yd.sta.	0.015	17,820.00
Long Overhaul	21,800	C-yd.sta.	0.40	8,720.00
Finishing Roadbed and Slopes	1.79	miles	1200.00	2,148.00
Rounding Cutbanks	2,400	lin.ft.	0.20	480.00
18-inch Corr. Steel Pipe	70	lin.ft.	5.00	350.00
24-inch Corr. Steel Pipe	46	lin.ft.	7.50	345.00
30-inch Corr. Steel Pipe	90	lin.ft.	10.00	900.00
36-inch Corr. Steel Pipe	510	lin.ft.	14.50	7,395.00
42-inch Corr. Steel Pipe	100	lin.ft.	20.00	2,000.00
48-inch Corr. Steel Pipe	180	lin.ft.	27.50	4,950.00
60-inch Corr. Steel Pipe	130	lin.ft.	32.00	4,160.00
72-inch Corr. Steel Pipe	120	lin.ft.	41.00	4,920.00
10-inch Steel Drain Pipe	770	lin.ft.	3.00	2,310.00
6-inch Perforated Steel Drain Pipe	140	lin.ft.	2.00	280.00
8-inch Perforated Steel Drain Pipe	13,000	lin.ft.	2.50	32,500.00
Special Backfill in Drains	1,900	cu.yd.	6.00	11,400.00
Salvaging and Reinstalling Culvert Pipe	220	lin.ft.	10.00	2,200.00
Salvaging and Stockpiling Culvert Pipe	50	lin.ft.	2.50	125.00
18-inch Culvert End Section	2	only	45.00	90.00
30-inch Culvert End Section	1	only	100.00	100.00
36-inch Culvert End Section	8	only	125.00	1,000.00
42-inch Culvert End Section	1	only	140.00	140.00
48-inch Culvert End Section	2	only	160.00	320.00
Metal Guard Rail	8,600	lin.ft.	2.50	21,500.00

Guide Posts, FW-1	100 only	$ 7.50	$ 750.00
Coarse Crushed Material in Base	45,300 ton	2.40	108,720.00
3/4" - 0 Material in Base	6,200 ton	2.50	15,500.00
Sprinkling	2,100 M-gal.	3.00	6,300.00
Preparation of Base	1.79 mile	250.00	447.50
3/4" - 0 Material in Binder Course	320 cu.yd.	4.50	1,440.00
Furnishing and Placing Aggregates	2,100 cu.yd.	4.75	9,975.00
RC-250 Asphalt	50 ton	48.00	2,400.00
200-300 Asphalt	160 ton	46.00	7,360.00
RS-1 Asphalt	44 ton	48.00	2,112.00
			$ 816,257.50
Flagging (57½% of Contractor's Cost)	All Required		$ 17,500.00
Horizontal Drains	All Required		6,000.00
Slide Removal	All Required		100,000.00
River Channel Revision	All Required		1,000.00
Seeding and Mulching	All Required		3,600.00
			$ 128,100.00
Utilities			
Work by Coos-Curry Electric Co-op.	All Required		$ 12,000.00
Work by West Coast Telephone Co.	All Required		26,000.00
			$ 38,000.00
	Subtotal		$ 982,357.50
	10% Engr. & Cont.		98,235.50
	Total		$1,080,593.00

Length of Roadway - - - - 1.531 Miles
Cost of Roadway Per Mile- $705,808.62

Federal Funds -	$ 680,000.00
State Funds -	400,593.00
	$1,080,593.00

Oregon State Highway Department

Federal Aid
Project No. F-29(15)

WEST UNIT, TANNER CREEK-REMOTE SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 16, 1962

Type Code 5231
Roadway (Sta. 741+50 to Sta. 822+33.44)

Clearing and Grubbing	All	Required		$ 42,000.00
Drainage Excavation, Unclassified	5,200	cu.yds.	$ 3.00	15,600.00
Embankment Foundation Excavation, Unclassified	1,800	cu.yds.	1.00	1,800.00
General Excavation, Unclassified	598,000	cu.yds.	0.70	418,600.00
Extra for Selected Materials	228,400	cu.yds.	0.25	57,100.00
Short Overhaul	1,188,000	yd.stas.	0.015	17,820.00
Long Overhaul	21,800	C-yd.stas.	0.40	8,720.00
Finishing Roadbed and Slopes	1.79	miles	1,200.00	2,148.00
Rounding Cutbanks	2,400	lin.ft.	0.20	480.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.00	350.00
24-inch Corrugated Steel Pipe	46	lin.ft.	7.50	345.00
30-inch Corrugated Steel Pipe	90	lin.ft.	10.00	900.00
36-inch Corrugated Steel Pipe	510	lin.ft.	14.50	7,395.00
42-inch Corrugated Steel Pipe	100	lin.ft.	20.00	2,000.00
48-inch Corrugated Steel Pipe	180	lin.ft.	27.50	4,950.00
60-inch Corrugated Steel Pipe	130	lin.ft.	32.00	4,160.00
72-inch Corrugated Steel Pipe	120	lin.ft.	41.00	4,920.00
10-inch Steel Drain Pipe	770	lin.ft.	3.00	2,310.00
6-inch Perforated Steel Drain Pipe	140	lin.ft.	2.00	280.00
8-inch Perforated Steel Drain Pipe	13,000	lin.ft.	2.50	32,500.00
Special Backfill in Drains	1,900	cu.yds.	6.00	11,400.00
Salvaging and Reinstalling Culvert Pipe	220	lin.ft.	10.00	2,200.00
Salvaging and Stockpiling Culvert Pipe	50	lin.ft.	2.50	125.00
18-inch Culvert End Section	2	only	45.00	90.00
30-inch Culvert End Section	1	only	100.00	100.00
36-inch Culvert End Section	8	only	125.00	1,000.00
42-inch Culvert End Section	1	only	140.00	140.00
48-inch Culvert End Section	2	only	160.00	320.00
Metal Guard Rail	8,600	lin.ft.	2.50	21,500.00
Guide Posts, PW-1	100	only	7.50	750.00
Coarse Crushed Material in Base	45,300	tons	2.40	108,720.00
3/4" - 0 Material in Base	6,200	tons	2.50	15,500.00
Sprinkling	2,100	M-gals.	3.00	6,300.00
Preparation of Base	1.79	miles	250.00	447.50

3/4" - 0 Material in Binder Course	340 cu.yds.	$ 4.50	$ 1,530.00
Furnishing and Placing Aggregates	2,230 cu.yds.	4.75	10,592.50
RC-250 Asphalt	52 tons	48.00	2,496.00
200-300 Asphalt	170 tons	46.00	7,820.00
RS-1 Asphalt	46 tons	48.00	2,208.00
			$ 817,617.00
Flagging (57½% of Contractor's Cost)	All Required		$ 17,500.00
Horizontal Drains	All Required		6,000.00
Slide Removal	All Required		100,000.00
River Channel Revision	All Required		1,000.00
Seeding and Mulching	All Required		3,600.00
			$ 128,100.00
Utilities			
Work by Coos-Curry Electric Coop.	All Required		$ 12,000.00
Work by West Coast Telephone Co.	All Required		26,000.00
			$ 38,000.00
	Subtotal		$ 983,717.00
	10% Engr. & Cont.		98,371.00
	Total		$1,082,088.00

Length of Roadway - - - - - - - - - 1.531 Miles
Cost of Roadway Per Mile - - - - $706,733.37

Federal Funds - $ 681,000.00
State Funds - 401,088.00

$1,082,088.00

RECEIVED
AUG 13 1965

FOR FILING

F-29(15)

6189

August 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the seeding and mulching work on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway, Contract No. 6189, Project No. F-29(15) in Coos County, was completed July 9, 1965.

This work was authorized by Order for State Work No. 4 dated October 24, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

cc: R. N. Chase
J. Phillips

VG:cd

Oregon State Highway Department

Federal-Aid
Project No. F-29(15)

WEST UNIT, TANNER CREEK-REMOTE SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices and revised to include all work retained in PS & E Status and to include increase in quantities on bid item No. 4 and a reduction on Item No. 5 and slide removal.)

Salem, Oregon, August 5, 1965

Type Code 5231
Roadway (Sta. 741+50 to Sta. 822+33.44) (Contract No. 6139)

Clearing and Grubbing	All	Required		$ 100,000.00
Drainage Excavation, Unclassified	5,200	cu.yds.	$ 2.50	13,000.00
Embankment Foundation Excavation, Unclassified	1,800	cu.yds.	0.90	1,620.00
General Excavation, Unclassified	876,296.4	cu.yds.	0.72	630,933.41
Extra for Selected Materials	175,335.7	cu.yds.	0.27	47,340.64
Short Overhaul	1,188,000	yd.sta.	0.015	17,820.00
Long Overhaul	21,800	C-yd.sta.	0.40	8,720.00
Finishing Roadbed and Slopes	1.79	miles	1,000.00	1,790.00
Rounding Cutbanks	2,400	lin.ft.	0.20	480.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.10	357.00
24-inch Corrugated Steel Pipe	46	lin.ft.	7.00	322.00
30-inch Corrugated Steel Pipe	90	lin.ft.	10.00	900.00
36-inch Corrugated Steel Pipe	510	lin.ft.	13.50	6,885.00
42-inch Corrugated Steel Pipe	100	lin.ft.	18.00	1,800.00
48-inch Corrugated Steel Pipe	180	lin.ft.	26.00	4,680.00
60-inch Corrugated Steel Pipe	130	lin.ft.	30.00	3,900.00
72-inch Corrugated Steel Pipe	120	lin.ft.	39.00	4,680.00
10-inch Steel Drain Pipe	770	lin.ft.	2.80	2,156.00
6-inch Perforated Steel Drain Pipe	140	lin.ft.	1.90	266.00
8-inch Perforated Steel Drain Pipe	13,000	lin.ft.	2.25	29,250.00
Special Backfill in Drains	1,900	cu.yds.	6.60	12,540.00
Salvaging and Reinstalling Culvert Pipe	220	lin.ft.	8.00	1,760.00
Salvaging and Stockpiling Culvert Pipe	50	lin.ft.	2.50	125.00
18-inch Culvert End Section	2	only	42.00	84.00
30-inch Culvert End Section	1	only	95.00	95.00
36-inch Culvert End Section	8	only	120.00	960.00
42-inch Culvert End Section	1	only	170.00	170.00
48-inch Culvert End Section	2	only	200.00	400.00
Metal Guard Rail	8,600	lin.ft.	2.50	21,500.00
Guide Posts, PW-1	100	only	7.25	725.00
Coarse Crushed Material in Base	45,300	tons	2.40	108,720.00
3/4" - 0 Material in Base	6,200	tons	2.50	15,500.00
Sprinkling	2,100	M-gal.	2.25	4,725.00
Preparation of Base	1.79	miles	600.00	1,074.00

3/4" - 0 Material in Binder Course	340 cu.yds.	$ 5.05	$ 1,717.00
Furnishing and Placing Aggregates	2,230 cu.yds.	5.30	11,819.00
RC-250 Asphalt	52 tons	50.00	2,600.00
200-300 Asphalt	170 tons	46.50	7,905.00
RS-1 Asphalt	46 tons	48.00	2,208.00
			$1,071,527.05

Flagging (57½% of Contractor's Cost)	All Required	$ 17,500.00
Horizontal Drains	All Required	6,000.00
Slide Removal	All Required	61,692.92
River Channel Revision	All Required	1,000.00
Seeding and Mulching	All Required	3,600.00
		$ 89,792.92

Utilities

Work by Coos-Curry Electric Co-op.	All Required	$ 12,177.00
Work by West Coast Telephone Co.	All Required	6,640.00
		$ 18,817.00
	Subtotal	$1,180,136.97
	10% Engr. & Cont.	118,013.03
	Total	$1,298,150.00

Length of Roadway - - - - - - - - - - - - - - 1.531 miles
Cost of Roadway per Mile - - - - - - - - - - $847,909.86

Federal Funds -	$ 823,500.00
State Funds -	474,650.00
	$1,298,150.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

M. UNIT, TANNER CREEK-REMOTE SECTION

PROJECT NO. F-29(15)

Estimated cost of work by the Coos-Curry Electric Co-op.

Labor	$12,873.00	
Material	2,501.00	
Salvage Credit	- 1,918.00	Cr.
	$13,456.00	
State Share 19/21 (90.5%)	$12,177.00	

Estimated cost of work by the West Coast Telephone Company

Estimate No. 3160 CWO

Labor	$ 4,600.00	
Material	3,550.00	
Equipment	90.00	
Salvage Credit	- 1,600.00	Cr.
	$ 6,640.00	

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JUL 7 - 1965

FOR FILING

F-29(15)

6189

July 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that slide removal work under Extra Work Order #7 was completed on June 25, 1965, on Contract No. 6189, W. Unit, Tanner Creek-Remote Section, in Coos County, in connection with Federal-Aid Project No. F-29(15).

We request that your office inspect the slide removal work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement   Date:________________

Conditions noted on above date:

VG:cd
cc: H. S. Cox

A. W. Parsons
Division Engineer

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F-29(15)

6189

1

July 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7-Supplement #1, covering the cost of removing slide material from existing cut benches and reshaping the cut benches on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189 in connection with Federal-Aid Project No. F-29(15).

This order is to cover the overrun of the original order. This overrun is due to additional material encountered near station 755+00. The damage being repaired under this order was caused by winter floods.

When funds become available, the costs for this work will be transferred to ER Project No. ER-110(1).

This work was tentatively recommended for approval by the BPR Area Engineer, June 29, 1965. Your approval as of that date, on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

NKG:cd

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: W. Unit Tanner Cr. Remote

WEEK ENDING: June 25, 1965

SECTION PREFIX: 6-1004

HIGHWAY: Coos Bay Roseburg

COUNTY: Coos

NAME OF JOB: W. Unit Tanner Cr. Remote

KIND OF WORK: Grading, Oiling and Aggr. Prod.

CONTRACTOR: S. A. Hutchins & Assoc. Const. Co.

CONTRACT NUMBER: 6189

FEDERAL AID PROJECT NUMBER: F-29(15)

DATE OF CONTRACT: Nov. 20, 1962

DATE WORK STARTED: Dec. ~~31~~ 3, 1962

ESTIMATED COMPLETION DATE: June 25, 1965

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 11 SUPERVISION 1

SPECIFIED WORK DAYS 191

WORK DAYS USED 191

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

PROJECT AUTHORIZATION: 1,716,590.69

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

EXCLUSIVE OF ENGINEERING $1,612,977.41

ENGINEERING AUTHORIZATION $108,613.28

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,533,591.61

ENGINEERING COST TO DATE $118,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT UNDERRUN 5 %

PERCENT OF AUTHORIZATION 109 %

DATE PROJECT WAS COMPLETED: 11-13-64

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Slide Corr. Force Acct.	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.79	1.79		1.79	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.79	1.79		1.79	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	593,000 cy	51,500 ton	95,100 ton	2,127 cy	
TOTAL QUANTITIES CORRECTED TO DATE	879,889	48,455	97,516	1,982	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	879,889	48,455	97,516	1,982	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

2 Dozers, 1 loader 4 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Partly Cloudy			BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Sta. 750+00 Completed hauling slide material this sta. to Frenchy Cr. waste area.
TUESDAY	Sta. 792,94 Loader and dozer clearing bench Sta. 750,57 Blade clearing roadway and finishing ditch.
WEDNESDAY	Sta. 790 Blade finishing slope. Trucks completed hauling sta. 791 lt. to 794 rt. at noon
THURSDAY	Sta. 791, 93 Loader , Dozer, and blade finishing slopes and ditch. Sta. 745 Dozer shaping bench.
FRIDAY	
SATURDAY	

REMARKS

Contractor completed excavation and hauling of slide material and shaping slopes and diches in the slide areas throughout the project. This work performed by Force Account. Seeding & mulching crew plans to move in June 28 or July 6 to complete the Seeding and mulching.

Final Report

SIGNED Bobby I. Johnson LOCATION Coquille
Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

2

Form B-300—[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 29 1965 By: M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

F-29(15)

6189

Project Name W. Unit, Tanner Cr.-Remote Section
Date June 23, 1965
Highway Coos Bay-Roseburg
Contract No. 6189
County Coos
Prefix 6-1004
Contractor S. A. Hutchins & Associates Const. Co.
F. A. Project No F-29(15)
Address P. O. Box 190, Sutherlin, Oregon
Order No. 7 (Suppl. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

This order covers an over-run in the original order for slide correction work.

Location by station numbers:

747+00 to 757+00 Lt.
788+00 to 798+00 Lt. Particularly near Station 755

Estimate of quantities and cost:

Equipment	$ 8,500.00
Labor	6,700.00
Contractor's percentage	2,280.00
Additional requested	17,480.00
Previously Authorized	23,000.00
New total amount	$40,480.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This order covers work not anticipated on original order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,716,590.69
Present estimate of project cost, including $ 17,480.00 for work under this order	$1,665,421.61
Expected under-run ~~over-run~~ amount	$ 51,169.08
Expected under-run ~~over-run~~ per cent	0.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Division Engineer

Approved /s/ L. H. Young
~~[illegible]~~
Office Engineer.

Into Printing

orig to Young 7-26-65

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APR 2 1965
FOR FILING

6189

April 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are returning herewith copies of Order for Extra Work No. 7 covering slide correction on the W. Unit, Tunner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189, in connection with F.A. Project P-29(15) /ER-110(1)/. We have added explanation as requested by District Engineer M. E. Martin.

This work is necessary to remove slide material and re-shape benches to provide proper drainage. The damage was caused by the excessive winter floods.

This work has been determined to be eligible to qualify as emergency relief work. This work is being done under the Primary funds program ~~but as a nonparticipating item~~ with the understanding that when money is available the costs will be transferred so that the Federal share will be paid from Emergency Relief funds.

The work has been verbally recommended for approval by the BPR Area Engineer March 15, 1965. Your approval, under Project ER-110(1), as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

Enc.

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MAR 24 1965

6169

March 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering repair of damages to cut-benches caused by heavy rains on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6169 in connection with Federal-Aid Project No. F-29(15).

This extra work order is to cover the cost involved in the removal of slide material from, and reshaping of, cut-benches to provide proper drainage.

The work has been verbally recommended for approval by the BPR Area Engineer March 15, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

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APR 6 1965

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	W. Unit, Tanner Cr.-Remote Section	Date	March 1, 1965
Highway	Coos Bay-Roseburg	Contract No.	6189
County	Coos	Prefix	C-1004
Contractor	S.A. Hutchins & Associates Constr. Co.	F. A. Project No.	F-29(15) [illegible]7
Address	P. O. Box 190, Sutherlin, Oregon	Order No.	7

6189

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Contractor to perform the necessary work in the removal of slide material from existing cut benches and the reshaping of said benches, to provide for proper drainage. It is estimated that there is approximately 15,000 cu.yds. of slide material to be removed.

Location by station numbers:

747+00 to 757+00 Lt.
788+00 to 798+00 Lt.

Estimate of quantities and cost:

Equipment	$14,000.00
Labor	6,000.00
Contractor's Percentage	3,000.00
	$23,000.00

BPR ENDORSEMENT:
Approved with the understanding that the eligible portion may be converted by appropriate program action to the emergency program if and when additional emergency funds become available.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Considerable erosion and ravel in bench cuts caused by heavy rains during the 64-65 winter makes this extra work necessary. Work has not begun. Funds available in project authorization. Due to extra pioneering required to initiate work on benches, loading work to be done after slide material is dozed over bank from benches and necessity of furnishing dozer in waste area this work does not lend itself to being done by Price Agreement. The force account basis will be the most economical method of handling this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,716,590.69
Present estimate of project cost, including $23,000.00 for work under this order	$1,642,886.0
Expected under-run ~~overrun~~ amount	$73,704.63
Expected under-run ~~overrun~~ per cent	0.4

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Office Engineer

State Printing

orig to L. H. Young 4-6

OCT 20 1964

6189

Salem, Oregon
October 20, 1964

Increase in Project
Authorization

Mr. Bobby D. Johnson
Resident Highway Engineer
P. O. Box 374
Coquille, Oregon 97423

This is to advise you that at its meeting of Oct. 9, 1964, the Highway Commission approved an increase of $189,216.44 in project authorization on Contract No. 6189, W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County.

The new authorization for construction is $1,716,590.69. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

[illegible]

cc: Mr. L. R. Chandler

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SEP 23 1964
FOR FILING

F 39(15)

6189

September 23, 1964

28c

Mr. Selmar A. Hutchins, President
S. A. Hutchins and Associates
   Construction Company
Post Office Box 190
Sutherlin, Oregon

Dear Mr. Hutchins:

Your recent request for 23 additional workdays to complete contract No. 6189 on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway, has been reviewed here and in our Roseburg office.

At this time, we believe that with vigorous prosecution, the job can be completed this construction season within the extended number of workdays. Accordingly, any further consideration should await the completion of the work, at which time all valid reasons for additional workdays can be considered.

We trust this meets with your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
   R. L. Porter
   F. D. Morgan
   L. R. Chandler

GLD:fp: ajw

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates
CONSTRUCTION CO.
P. O. Box 190
U. S. 99 Freeway at 225 Junction
SUTHERLIN, OREGON

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

September 4, 1964

Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query:

Your letter of August 27th has been received, notifying us that our request for seventy additional work days to complete Contract #6189, West Unit of Tarner Creek, Remote section of the Coos Bay-Roseburg Highway in Coos County, has been granted in the amount of sixty-two additional work days.

We feel that owing to the extra work of excavation below sub-grade, adding perforated pipe, and replacing slope protection, that we should have the additional eight days plus fifteen extra days to complete this contract.

We would appreciate it if you would take this letter under consideration with the commission.

Yours very truly,

S A Hutchins

Selmer A. Hutchins
President

SAH/cjh
cc: L. R. Chandler
Bobby Johnson
Frank Morgan
Bureau of Public Roads

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SEP - 9 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1964

FOR FILING

6114

September 14, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is anticipated on the West Unit, Tanner Creek-Remote grading and oiling project on the Coos Bay-Roseburg Highway in Coos County. This project, Contract No. 6189, is under contract to Selmar A. Hutchins & Associates of Sutherlin.

The original authorization for the project was $1,527,374.25. The present estimate of cost is $1,716,590.69, indicating an overrun of $189,216.44, or 12.4 per cent.

The reason for the overrun is that a number of large slides have occurred on the project and the correction of these required considerable force account work and additional excavation. All the extra work is covered by appropriate work orders.

Your approval of an additional authorization in the amount of $189,215 is recommended. This matter will be presented to you at the October 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1964

SUBJECT: Overrun of Project Authorization
W. Unit, Tanner Creek-Remote Section
Coos Bay-Roseburg Highway
Contract No. 6189

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a report of the expected overrun of the original project authorization on this project which is under contract to Selmar A. Hutchins and Associates of Sutherlin. The original project authorization was $1,527,374.25. The present anticipated cost is $1,716,590.69, indicating an overrun of $189,216.44, or 12.4%.

The reason for the overrun is that a number of serious slides have occurred on the project. This required changes in the vertical and horizontal alignment in one location, a large amount of force account for pioneering work and an overrun of the general excavation bid item for removal of the material. The restaking required caused the overrun of the engineering cost.

All the extra work is covered by bid items or approved work orders. The Bureau of Public Roads has concurred in the changes as they have occurred.

Your approval of the overrun is requested. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

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SEP [illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. [illegible]

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OCT 2 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name W. Unit, Tanner Creek - Remote
Date August 27, 1964
Highway Coos Bay - Roseburg
Contract No. 6189
County Coos
Kind of Work Grading, Oiling, Rock Production
Contractor S. A. Hutchins & Assoc. Const. Co.
Contract Amount $1,190,666.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Item 4 Gen. Exc., unclass.	37,000	0.72	$26,640.00
" 6 Short Overhaul	250,000	0.015	3,750.00
" 40 Bottom Course Crushed Base Matl. in stockpile	2,228	3.20	7,129.60

Minor items, unitemized algebraic total 1,723.14
Subtotal $39,242.74
Approved work orders (Price, extra work and state force orders) $326,380.68

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Adjust Utilities	410.35

Minor items, unitemized algebraic total -777.39
Subtotal $-367.04
Authorization for engineering $108,613.28
Expected over-run or under-run of engineering authorization 8% of work remaining $29,795.22
Costs not included above (explain) unaproved E.W.O. for additional Flagging $5,500.00
Allowance for future contingencies (23.9 % of work remaining) $16,759.81
Credits to come from transfers and deductions $- - - -
Present estimate of project cost $1,716,590.69

Brief Statement of principal causes of over-run:

The removal and correction of slides, (especially the cut slide on the westerly end of the project) are the principle causes of the overrun. Price agreement's no. 2 & 3 and Order for Extra work no. 6, covers and accounts for the majority of the additional work involved on this project.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $1,527,374.25
Present estimate of project cost $1,716,590.69
Expected over-run (Amount) $189,216.44
Expected over-run (per cent) 12.4

Space to right of this line is for use of Salem office.

Submitted by: Bobby D. Johnson
Resident Engineer

Noted by: H. L. Decker
Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 96719

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AUG 28 1964
FOR FILING

6191

August 27, 1964

S. A. Hutchins & Associates Const. Co.,
P. O. Box 190
Sutherlin
Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 27, 1964, considered your request for 70 additional workdays to complete contract #6189 for grading-oiling-aggregate production on the West Unit of Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County

After considering the recommendation of the Engineer and other available information, the Commission granted you 62 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: L. R. Chandler
Ken Limbocker
Bobby Johnson
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

RECEIVED
AUG 27 1964

FOR FILIN

August 26, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 - Supplemental covering additional flagging costs on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189 in connection with Federal-Aid Project No. F-29(15).

This additional request is due to larger amount of flagging necessary in slide correction work.

This supplemental order was verbally recommended for approval by the BPR Area Engineer August 24, 1964. The original order was approved by the BPR December 3,1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

CT:er
Enc.

RECEIVED
SEP 1 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent [illegible] modification of project [illegible] funds [illegible]
Date AUG 24 1964
McMartin
Dist. Engr.
U.S. [illegible]

Project Name	W. Unit, Tanner Creek-Remote	Date	August 17, 1964
Highway	Coos Bay-Roseburg	Contract No.	6189
County	Coos	Prefix	6-1004
Contractor	S. A. Hutchins & Assoc. Const. Co., Inc.	F. A. Project No.	F-29(15)
Address	PO Box 190, Sutherlin, Oregon	Order No.	1 (Supp. No. 1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State to pay 57½ per cent of flagging costs to the contractor for the purpose of safeguarding traffic passing through and by the project while said project is under construction.

Location by station numbers:

Stations 741+50 to 836+00

Estimate of quantities and cost:

Flagging, state share	
Previously authorized	$17,500.00
Additional requested	5,500.00
New net total	$23,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional slide correction work requiring the use of flagmen makes this supplementary extra work order necessary. Work has begun. Funds are available in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,527,374.25
Present estimate of project cost, including $5,500.00 for work under this order	$1,620,323.74
Expected ~~under-run~~ over-run amount	$92,949.49
Expected ~~under-run~~ over-run per cent	6.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer

State Printing
original copy to Young
9-3-64

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AUG 1 1 1964

FOR FILING

August 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6-Supplemental covering slide pioneering on the West Unit, Tanner Creek - Remote Section of the Coos Bay - Roseburg Highway in Coos County, Contract No. 6189 in connection with Federal-Aid Project No. F-29(15).

This work is necessary to make slide material available for removal by normal earth moving equipment. It will consist of additional clearing beyond previously staked limits and breakdown of slide areas.

The original BPR approval for this work was July 19, 1963. The supplement has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:kc

Form E-206—5M

FILED AUG 3 1964

~~FOR~~ FILING

F [illegible]

6189

STATE COPY

9

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG By M. S. Martin
Title Dist. Engr.
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name W. Unit, Tarner Creek - Remote Section
Date August 3, 1964
Highway Coos Bay - Roseburg
Contract No. 6189
County Coos
Prefix 6-1004
Contractor S. A. Hutchins & Associates Const. Co.
F. A. Project No. F-29(15)
Address P. O. Box 190, Sutherlin, Oregon
Order No. 6 (Suppl. No. 1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Perform the necessary work in the removal and or correction of slides. Said work entails clearing and grubbing (beyond previous clearing limits). Pioneering, breakdown of slides and preparation of haulroads suitable for hauling equipment; also to include payment for crawler tractor used as pusher cat to overcome excessive grades.

Location by station numbers: Throughout the project
especially Sta. 747 - 757 and 818+50 - 825+50

Estimate of quantities and cost:

Equipment	$20,000.00
Labor	11,000.00
Contractors percentage	4,650.00
Additional requested	35,650.00
Previously authorized	35,000.00
New total amount	$70,650.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional slide correction work makes this supplementary Order for Extra Work necessary. Work has begun. Funds available in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,527,374.25
Present estimate of project cost, including $70,650.00 for work under this order $1,614,823.74
Expected under-run / over-run amount $87,449.49
Expected under-run / over-run per cent 5.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

original copy to Young
8-13-64

2

JUL 31 1964
FOR FILING
6169

July 30, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 3
August 27, 1964 Meeting

Gentlemen:

A request has been made for a time extension on the West Unit, Tanner Creek-Remote grading and oiling project on the Coos Bay-Roseburg Highway in Coos County. This project, Contract No. 6169, is under contract to S. A. Hutchins and Associates Construction Company of Sutherlin.

The contractor asks for a total of 70 workdays because of delays caused by weather and slides. There were several large slides on the project which have required a total of 62 workdays over and above the originally anticipated construction time.

We recommend that the time allowed on this project be increased by 62 days, from 125 to 187. The Bureau of Public Roads concurs in this recommendation.

This matter will be submitted to you at the August 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

RECEIVED
SEP 25 1964
FOR FILING

6189

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#3

Oregon State Highway Commission
Salem, Oregon

Date 6/22, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 195 days, within which to complete our Contract No. 6189, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Adverse weather conditons, and removal of existing slide material under price agreements #1, 2 and 3, and extra work order #6.

APPROVED BY HIGHWAY COMMISSION
DATE Aug 27, 1964 for 62 days
Floyd Query
Secretary

Respectfully submitted,

S. A. Hutchins and Associates Construction Co.
Contractor

By: Selmar A Hutchins

CONSENT OF SURETY

Date June 26, 1964

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. N. Mitchell, Attorney-in-fact

(SEAL)

Resident Agent
JEWETT, BARTON, LEAVY AND KERN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6189 Contractor S. A. Hutchins & Associates Const. Co.

Highway Coos Bay - Roseburg

Section W. Unit, Tanner Creek - Remote

Kind of Work Grading, Oiling & Aggregate Prod.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

ASSISTANT State Highway Engineer

Contract No. 6189

Project designation F-29(15) State-Federal

Date awarded November 20, 1962

Work started December 3, 1962

Per cent completed 70% Date

No. of Workdays Allowed 125

No. of Workdays Used 119

No. of Added Workdays Requested 70

FORM CD-121 ([illegible])
(PRES. BY A.O. [illegible]-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 24, 1964

FROM : A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

ME Martin
By: M. E. Martin
District Engineer

SUBJECT: Extension of Time
West Unit, Tanner Cr.-Remote Section
Coos Bay-Roseburg Highway
Project No. F-29(15)

We concur in your proposal to grant a time extension of 62 workdays on the subject project for the reasons as set forth in your letter of July 22, 1964.

RECEIVED
JUL 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to [illegible]
[illegible]
7-29-64

July 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
West Unit, Tarner Creek-
Remote Section
Coos Bay-Roseburg Highway
Project No. F-29(15)

Dear Sir:

The contractor on this project, Selmar A. Hutchins and Associates Construction Company, has requested a time extension of 70 workdays because of delays caused by weather and slides. There have been several large slides on the project, and this has increased the general excavation quantity by slightly over 50 per cent. This increase in quantity will justify a 40-day extension based on the original time allowance for the project.

In addition to the extra material to be moved, a total of 22 days was required to clear and pioneer the slides under Extra Work Orders. This makes the total time required on slide work to be 62 workdays.

We recommend a time extension of 62 workdays. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm: ajw

FORM E-30 90M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1964

SUBJECT: Time Extension
W. Unit, Tanner Creek-Remote Section
Coos Bay-Roseburg Highway
Contract No. 6189

To: Mr. L.P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request for a time extension on this project submitted by the contractor, S. A. Hutchins and Associates Construction Co. The contractor requests 70 workdays because of delays caused by weather and slides.

Several large slides have occurred on this project and this has increased the total amount of General Excavation by over 50%. This large overrun of excavation can be used to substantiate a 40-day extension. In addition, a total of 22 days were used to do force account work on the slides.

As of July 3, 1964, a total of 124 workdays had been charged; a total of 125 days were originally allowed. None of the base rock had been placed and 83% of the grading had been done as of that date.

We recommend an extension of 62 workdays. This has been discussed with Mr. Martin of the Bureau of Public Roads who concurred in this recommendation.

Rough drafts to the BPR and the Commission are attached.

F. D. Morgan
Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

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JUL 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 12-63

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JUN 30 1964
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6187

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 16, 1964

Coos-Curry Electric Cooperative
P. O. Box 427
Coquille, Oregon

Attention: Mr. Bruce Shavere

RE: Power Pole Adjustment Near Sta. 796
W. Unit, Tanner Cr.-Remote Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-29(15)
Contract No. 6189

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 29, 1964, have been approved by the State. You are hereby authorized to proceed with this work as of June 16, 1964.

Please contact Mr. Bobby Johnson, Resident Engineer, P. O. Box 374, Coquille, phone 396-3433, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to June 16, 1964 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc L. P. Shaw
L. H. Young (2)
C. H. Maison
L. R. Chandler
Bobby Johnson
George Baker
P. R. Barnhart

RECEIVED
FEB 20 1964
FOR FILING

6189

February 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 274 covering the revision of construction identification signs on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189 in connection with Federal-Aid Project No. F-29(15).

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $30 with Federal participation of $18.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Ens.

RECEIVED
JAN 31 1964

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 29, 1964

West Coast Telephone Company
233 South 2nd Street
Hillsboro, Oregon

RE: Additional Telephone Line Adjustment
West Coast Telephone Company
W. Unit, Tanner Cr.-Remote Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-29(15)
Contract No. 6189

Attention: Mr. George Darrow

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 30, 1963, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of March 7, 1963.

Please contact Mr. Bobby Johnson, Resident Engineer, P. O. Box 374, Coquille, 97423, phone 396-3433, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

We understand you intend to add the cost of this additional adjustment to the cost of the original work. Reimbursement for work performed subsequent to March 7, 1963 as authorized in our letter of March 22, 1963, as well as this adjustment will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P SHAW

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:fp
cc Lloyd Shaw
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
Bobby Johnson
George Baker
P. R. Barnhart

[illegible]
JAN 2 3 [illegible]
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

January 20, 1964

6167

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec
Assistant Division Engineer
Salem, Oregon

Oregon Project F-29(15)
West Unit Tenner Creek - Remote Section
Extra Work Order - West Coast Telephone Co. Utility Agreement

We approved your agreement with the subject utility company, March 13, 1963 and authorized you to proceed with actual adjustment effective March 7, 1963. We now approve your utility extra work order as furnished by Mr. T. W. Litchfield's letter dated January 15, 1964.

This approval includes concurrence in relocation cost of pole now located on State right of way. This is in line with previous legal opinion rendered to the effect that to require this additional relocation to be made at the expense of the utility at this time (less than one year after State's first demand) would be both arbitrary and capricious, etc.

We understand that the company intends to add the cost of extra work to the cost of the original work and submit as one bill.

NOTED
LLOYD P. SHAW

original To Company
1-23-64

RECEIVED
NOV 6 1963
FOR FILING

F 29(15)

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 4, 1963

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.8-DB Salem, Oregon

W. Wait, Tanner Creek-Remote Section
of the Coos Bay-Roseburg Highway
Oregon Project F-29(15)
Order for State Force Work No. 4
Total estimated amount $3,600.00
Federal participation $2,160.00

Reference is made to your letter dated October 30, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

RECEIVED
NOV 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original to Young
with attach.
11-6-63

2

RECEIVED
OCT 3 1 1963
FOR FILING

6189

October 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189, in connection with Federal-Aid Project No. F-29(15).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,600.00, with Federal participation of $2,160.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 25 1963
FOR FILING

6189

September 24, 1963

Valley Tire Centers
Box No. JJ
Myrtle Creek, Oregon

Attention: Mr. D. W. Clark

Gentlemen:

This is to acknowledge receipt of your letter of September 13 addressed to the Secretary of State informing them that F. H. McEwen owes you $1,048.54 plus interest for retreading tires.

You state that this is in connection with Mr. McEwen's subcontract for Selmar Hutchins job on Highway 42.

From the description in your letter, this appears to be the S. A. Hutchins and Assoc. Construction Company Contract No. 6189 for grading, oiling and aggregate products on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County.

The Travelers Indemnity Company through Jewett, Barton, Leavy and Kern, 333 S. W. Oak Street, Lewis Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. This contract was approximately 46% complete as of September 14, 1963.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractors of the receipt of your letter.

NOTED ON CARD
lc

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc Travelers Indemnity Co.
700 Main Street
Hartford 15, Connecticut

S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon

CWH:fkn Commissioners

Firestone

TIRE RECAPPING TIRE REPAIRING

VALLEY TIRE CENTERS

MYRTLE CREEK, OREGON COQUILLE, OREGON

ADDRESS REPLIES TO:
Myrtle Creek

D. W. CLARK
R. L. LINDER
OWNERS

September 13, 1963

Secretary of State

Salem, Oregon

Subject: Past Due Account: F. H. McEwen

Dear Sir:

We have repeatedly requested payment of this past due account from our customer, Mr. F. H. McEwen. Each time we have received promises of payment. Now, due to the time involved, we feel that it is time to take steps to insure payment under the bonding company.

Mr. McEwen had a sub-contract on rock production for a Selmer Hutchins job on Highway 42. The job number is: Prefix 6-1004 McMullen Creek 6189. We have corresponded, and made personal visits to Selmer Hutchins' office at Sutherlin, Oregon, requesting the name of the bonding company for F. H. McEwen. This information has been withheld and refused.

The amount of the outstanding indebtedness is One Thousand Forty Eight Dollars, fifty four cents ($1,048.54), plus interest at the rate of 10% per annum. The interest amount involved is $43.70 to September 8, 1963. ✓

Charges were made on invoice #566-10, dated April 8, 1963 representing the retreading of two (2) 25.5 x 25 tires with Super Rock Grip Full Tread. Serial numbers are: 5G037459PF and 63037024PF. These are both Firestone casings.

We are a small concern, and this amount of money is quite important to us. We have had to advance the money to Firestone for the processing of these tires. Anything you can do in our behalf will be greatly appreciated.

Yours truly,

Valley Tire Center

D. W. Clark

D. W. Clark, Partner

DWC:ah

RECEIVED
SEP 16 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Firestone

TIRE RECAPPING TIRE REPAIRING

VALLEY TIRE CENTERS

MYRTLE CREEK, OREGON COQUILLE, OREGON

ADDRESS REPLIES TO:
Myrtle Creek

D. W. CLARK
R. L. LINDER
OWNERS

September 13, 1963

Secretary of State

Salem, Oregon

Subject: Past Due Account: F. H. McEwen

Dear Sir:

We have repeatedly requested payment of this past due account from our customer, Mr. F. H. McEwen. Each time we have received promises or payment. Now, due to the time involved, we feel that it is time to take steps to insure payment under the bonding company.

Mr. McEwen had a sub-contract on rock production for a Selmer Hutchins job on Highway 42. The job number is: Prefix 6-1004 McMullen Creek 6189. We have corresponded, and made personal visits to Selmer Hutchins' office at Sutherlin, Oregon, requesting the name of the bonding company for F. H. McEwen. This information has been withheld and refused.

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Yours truly,

~~Valley Tire Center~~

D.W. Clark

D. W. Clark, Partner

DWC:ah

RECEIVED
SEP 16 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 1 - 1963
FOR FILING

6189

July 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6, covering breakdown and pioneering slides on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189 in connection with Federal-Aid Project No. F-29(15).

This work is necessary to breakdown slides so normal earth moving equipment can be used. Removal of the slide material will be done under Price Agreement No. 2 at contract bid prices.

This work was verbally recommended for approval by the BPR Area Engineer July 19, 1963. Your approval of the work as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer.

DBP:es
Enc.

RECEIVED
AUG 1 - 1963

FOR FILING

F 39(15)

6189

July 30, 1963

Mrs. E. S. Richey
Diamond Lake Rural Station
Chemult, Oregon

Dear Mrs. Richey:

Thank you for your letter of July 25 advising us that you received a check from F. H. McEwen in full for hauling material.

Our records indicate this to be in connection with your claim, which was filed with the Secretary of State, for hauling of gravel in the amount of $656.60 against F. H. McEwen, subcontractor.

This is the S. A. Hutchins and Associates Construction Company Contract No. 6189 for grading, oiling and aggregate products on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County.

This information is being noted in our records and we will advise the surety and the contractor that your claim has been paid in full.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

cc

Travelers Indemnity Co.
700 Main Street
Hartford 15, Connecticut

S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon

Jewett, Barton, Leavy & Kern
333 SW Oak St.
Portland 4, Oregon

NOTED ON CARD

Commissioners dc

RECEIVED
JUL 17 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-29(15)

6189 —

July 10, 1963

Mr. E. S. Richey
Route 1, Box 187
Milton-Freewater, Oregon

Dear Mr. Richey:

This will acknowledge your letter of July 5 stating that F. H. McEwen owes you $656.60 for hauling gravel to a stockpile at Remote, Oregon, between May 27 and June 4, 1963.

From the description given, it appears that the contract, to which you refer, is our Contract No. 6189 awarded to S. A. Hutchins and Associates Construction Company for work on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County.

The surety on this project is Travelers Indemnity Company, through Jewett, Barton, Leavy and Kern, 333 S. W. Oak Street, Lewis Building, Portland. We will advise them that your letter has been received, and we will also send your letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

RECEIVED
JUL 11 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD
lc

Secretary
OREGON STATE HIGHWAY COMMISSION

FILED
JUL 11 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

File #6189

FQ:fkn

cc

Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon, 97310

Attention: Mr. George C. Stephens

S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon

NOTED
FLOYD QUERY

P.S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

F.Q.

[illegible]

Secretary of State
Highway Commission:

Due E. L. Oakley – Star Route
[illegible], Ore

Temporary address R.1 Box 187
Milton Freewater, Oregon

For hauling gravel to stockpile at
Remote, Oregon from May 30 – June 4.
$656.60

Owed by F. W. McEwen
220 E 17th
Eugene, Oregon
Subcontractor under [illegible] + Hutchins
Would you help me collect this?
Sincerely,
E. L. Oakley

FORM 2-133X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUL 19 1963
FOR FILING

Roseburg, Oregon
July 17, 1963

Edward G. Stauber
Acting District Manager
Bureau of Land Management
Coos Bay District Office
P. O. Box 539
Coos Bay, Oregon

Re: West Unit, Tanner Creek-Remote Section
Contract 6189

Dear Sir:

Reference is made to your recent letter which refers to utilization of Bureau of Land Management lands adjacent to Highway 42 in the vicinity of Frenchie Creek for a storage yard.

Our Resident Engineer, Mr. K. D. Limbocker, has investigated this area and found that the contractor on this project, Mr. Delmar Hutchins, has located his field office, a storage yard, and two trailer houses either partially or completely on Bureau of Land Management lands. Also, considerable construction equipment is located on this area at various time during the day. The Resident Engineer has advised the contractor, Mr. Delmar Hutchins, to contact you in order to obtain your permission for utilizing the land, or to make such adjustments to his operation as you deem necessary. By a copy of this letter, I am also requesting Mr. Delmar Hutchins to contact you at his early convenience.

Areas suitable for a contractor's office and yard are very limited in this canyon and it is hoped that a solution both agreeable to you and Mr. Hutchins can be worked out.

Thank you for calling the matter to our attention.

Very truly yours,

for

L. [illegible] Julien
Assistant Division Engineer

[illegible]:ds
cc: Mr. L. P. Shaw
Mr. F. B. Morgan
Mr. Delmar Hutchins
Mr. K. D. Limbocker

NOTED
LLOYD P. SHAW

RECEIVED
JUL 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1963
OREGON
STATE HIGHWAY COMMISSION

March 3, 1849

~~PLEASE RETURN TO~~
~~LLOYD P. SHAW~~ IN REPLY REFER TO:

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Coos Bay District Office
P. O. Box 539
Coos Bay, Oregon

REFERRED TO
Forrest Cooper
BY SECRETARY

JUL 3 1963

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In conjunction with the relocation of State Highway 42, we have noted continued use of Bureau of Land Management lands in the vicinity of Frenchy Creek as a storage depot for road construction equipment and materials. The land to which we make reference, located in the NW 1/4 Section 29, T. 29 S., R. 10 W., W.M. is outside of the existing Highway 42 right-of-way.

Such use of the Government lands involved has not been authorized. In addition, Bureau of Land Management road permittees who intend to utilize the Frenchy Creek Road for removal of timber volume have indicated that under present conditions, interference from this equipment may seriously hamper their own use of the Frenchy Creek Road.

Therefore, we ask that the persons responsible for this equipment either remove it from the area or make a formal request for the use of this land in question in order that conflict with log hauling permittees be avoided.

Sincerely yours,

Edward S. Stauber

Acting District Manager

RECEIVED
JUL 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 5 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD P. SHAW

RECEIVED
JUL 8 - 1963
FOR FILING

Dorothy

F-39(15)
6189

July 8, 1963

Berg, Berg and Walsh
Attorneys at Law
P. O. Box 95
Coquille, Oregon

Attention: Mr. Joseph A. Berg

Gentlemen:

Thank you very much for your letter of July 5 stating that Mr. and Mrs. Joseph A. Shires' claim against S. A. Hutchins & Associates on Contract No. 6189 in the amount of $649.95 has been paid.

Your promptness in advising us is much appreciated and the information will be included in our contract records.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: S. A. Hutchins & Associates
P. O. Box 190
Sutherlin, Oregon

Travelers Indemnity Co.
900 Main Street
Hartford, Connecticut

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon
Attention: George Stephens

G. L. Jackson
D. B. Simpson

NOTED ON CARD
LC

BERG, BERG AND WALSH
ATTORNEYS AT LAW
ELLINGSEN BUILDING
COQUILLE, OREGON

J. ARTHUR BERG
JOSEPH A. BERG
A. C. WALSH JR.

P. O. BOX 95
PHONE 396-2912

July 5, 1963

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Floyd Query

Dear Mr. Query:

Re: Shires Tractor Repair -
S. A. Hutchins and Associates
Construction Company

This office represents Mr. and Mrs. Joseph A. Shires of Myrtle Point. Mr. and Mrs. Shires had contacted you in connection with the claim in the amount of $649.95 for certain repairs performed on vehicles working on the Tanner Creek - Remote Section of the Coos Bay - Roseburg Highway.

This letter is for the purpose of notifying you that these claims have now been paid and Mr. and Mrs. Shires have no further claims against S. A. Hutchins and Associates Construction Company.

I am forwarding copies of this letter to the Travelers Indemnity Company and to the Secretary of State.

Respectfully yours

BERG, BERG and WALSH

Joseph A Berg

Joseph A. Berg

JB:ml

cc - Travelers Indemnity Company

cc - Secretary of State

RECEIVED
JUL - 8 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1963
FOR FILING
6189

File

July 1, 1963

In consideration of our check number 10095 in the amount of $348.77 as payment for the following accounts:

Chambers Excavating	$95.15 ✓
J. H. Johnston	46.49 ✓
Clifford Stapleton	190.59 ✓
Roy Vandegriffe	16.54 ✓
Total	$348.77

Shires Tractor Company agrees to release F. H. McEwen and Selmar A. Hutchins from all liability contingent or otherwise and also agrees to release all claims against the bond of Selmar A. Hutchins and Associates and F. H. McEwen on State of Oregon Contract No. 6189. This also includes the claim against D. W. Fitch in the amount of $71.25 which Shires Tractor Co. has made its own arrangements to collect.

F. H. McEwen

by F H McEwen

Shires Tractor Co.

by Joseph A. Shires

(✓ were included in list totaling 649.95
which was paid as stated in Berger Berg
letter of 7-5)

F. G.

RECEIVED
JUL 12 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1963
FOR FILING
F-29(15)

PHONE
RESIDENCE
OR 2-1592

S. A. Hutchins and Associates
CONSTRUCTION CO.
P. O. Box 190
U. S. 99 Freeway at 225 Junction
SUTHERLIN, OREGON

PHONE:
ROSEBURG OR 2-4881
SUTHERLIN 2244

June 25, 1963

F. H. McEwen
2837 Willamette
Eugene, Oregon

Contract #6189

Dear Mr. McEwen:

With reference to our phone call yesterday following a phone call from the attorney for Shires Tractor Repair, in regard to a claim filed for repairs to various trucks.

While we had no knowledge whatsoever of these parts and repair bills being incurred on our contract, our phone conversation with you bears out that they were employed by you on your subcontract with the exception of one or two. Positively not White Bros. Construction Co.

You stated that you knew most of the names involved, personally, that they would pay. Also, that you did not know they had incurred any bills.

In order to clear the matter up and get it off the records of the Highway Commission and Bonding Companies, we suggest that you send your check in at once for the amounts owing, as we will have no other recourse but to deduct it from a future estimate payment to you.

Mr. Hutchins is very annoyed by this incident and it is the first time we have had such a filing against a bond during the time that he has been in business. Your prompt attention will be appreciated.

Thanking you, we are

Yours very truly,

C. R. Brittain
Assistant Secretary-Treasurer

CRB/djk
cc: Jewett, Barton, Leavy & Kern
Travelers Indemnity Company
Oregon State Highway Commission
Long, Neuner, Dole & Caley

NOTED
FLOYD QUERY

RECEIVED
JUN 27 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 18, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem 10, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter for filing, received from Shires Tractor Repair, Myrtle Point, for furnishing parts and repair, in the amount of $649.95, on eight separate accounts.

Shire Tractor Repair states this is in reference to the S. A. Hutchins & Associates Construction Company, Contract No. 6189, McEwen Construction Company, subcontractor, for grading, oiling and aggregate production on West Unit, Tanner Creek-Remote Section of Coos Bay-Roseburg Highway, Coos County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMM.

NOTED ON CARD

File # 4015

FILED
JUN 19 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUN 19 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

June 18, 1963

Shires Tractor Repair
304 Roseburg Road
Myrtle Point, Oregon

Attention: Mr. Joseph A. Shires

Gentlemen:

We received your recent letter informing us that you have a claim in the amount of $649.95 for truck parts and repair furnished in connection with State Highway Contract No. 6189, for grading, oiling and aggregate production on West Unit, Tanner Creek-Remote Section of Coos Bay-Roseburg Highway, Coos County. S. A. Hutchins & Associates Construction Company is the prime contractor and McEwen Construction Company, the subcontractor.

The Travelers Indemnity Company, through Jewett, Barton, Leavy & Kern, 333 S. W. Oak Street, Lewis Building, Portland 4, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

So there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: G. L. Jackson
D. B. Simpson

NOTED ON CARD
dc

CWH:jmc

Shires Tractor Repair
304 Roseburg Rd.
Myrtle Point, Oregon

State Highway Dept.
Mr. Floyd Query, Sedtion Hiway Commissioner
Salem 10, Oregon

Reference to our phone conversation today, I am submitting herewith the followings names which have account balances and whom were working for contractors on your West unit Tanner Creek Remote Section, Hiway 42, contract #6189 prefix 6-1004-900. Prime contractor S. A. Hutchins & Assoc Constr Co. Sub-contractor Mc Ewen Construction Co.

The following bills were for Parts and Repair to their respective trucks:

James Aird, 3374 Loma Linda Lane Eugene, Oregon	$ 90.00
Chambers. Excavating, 2675 County Ln. Eugene, Ore	95.15
D. W. Fitch, Rte 1 Box 267A, Drain, Oregon	71.25
J. H. Johnson & Son 2109 Ohio St., Eugene, Ore.	46.49
F. H. McEwan Constr., 220 E 17th., Eugene, Ore.	108.50
Clif Stapleton, 2425 Tyler, Eugene, Oregon	190.59
Van De Griffe 1732 G. St., Springfield, Oregon	16.42
White Bros. Construction, Rt 1 Box 1700, Eugene, Ore	31.55
Total	$ 649.95

Trust you will process the above list for final payment advising.

Thank you

NOTED
FLOYD QUERY

Yours truly
Shires Tractor Repair

Joseph A Shires.

RECEIVED
JUN 17 '63
OREGON
STATE HIGHWAY COMMISSION

State

RECEIVED
JUN 13 1963
FOR FILING

Monthly-transaction number 6-62	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number F 29(15) 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
619		Project number F-29(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 4, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 1,135,637.00
Revised Federal funds	$ 715,000.00
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10 day of June, 1963.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Shaw

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

L. R. Backlund
By: L. R. Backlund,
Administrative Manager

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-29(15)

WEST UNIT, TARHEEL CREEK-REMOTE SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices and revised to include all work retained in PS& E Status.)

Salem, Oregon, March 11, 1963

Type Code 5231
Roadway (Sta. 741+50 to Sta. 822+33.44) (Contract 61[illegible])

Clearing and Grubbing	All	Required		$ 100,000.00
Drainage Excavation, Unclassified	5,200	cu.yds.	$ 2.50	13,000.00
Embankment Foundation Excavation, Unclassified	1,800	cu.yds.	0.90	1,620.00
General Excavation, Unclassified	598,000	cu.yds.	0.72	430,560.00
Extra for Selected Materials	228,400	cu.yds.	0.27	61,668.00
Short Overhaul	1,188,000	yd.sta.	0.015	17,820.00
Long Overhaul	21,800	C-yd.sta.	0.40	8,720.00
Finishing Roadbed and Slopes	1.79	miles	1,000.00	1,790.00
Rounding Cutbanks	2,400	lin.ft.	0.20	480.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.10	357.00
24-inch Corrugated Steel Pipe	46	lin.ft.	7.00	322.00
30-inch Corrugated Steel Pipe	90	lin.ft.	10.00	900.00
36-inch Corrugated Steel Pipe	510	lin.ft.	13.50	6,885.00
42-inch Corrugated Steel Pipe	100	lin.ft.	18.00	1,800.00
48-inch Corrugated Steel Pipe	180	lin.ft.	26.00	4,680.00
60-inch Corrugated Steel Pipe	130	lin.ft.	30.00	3,900.00
72-inch Corrugated Steel Pipe	120	lin.ft.	39.00	4,680.00
10-inch Steel Drain Pipe	770	lin.ft.	2.80	2,156.00
6-inch Perforated Steel Drain Pipe	140	lin.ft.	1.90	266.00
8-inch Perforated Steel Drain Pipe	13,000	lin.ft.	2.25	29,250.00
Special Backfill in Drains	1,900	cu.yds.	6.60	12,540.00
Salvaging and Reinstalling Culvert Pipe	220	lin.ft.	8.00	1,760.00
Salvaging and Stockpiling Culvert Pipe	50	lin.ft.	2.50	125.00
18-inch Culvert End Section	2	only	42.00	84.00
30-inch Culvert End Section	1	only	95.00	95.00
36-inch Culvert End Section	8	only	120.00	960.00
42-inch Culvert End Section	1	only	170.00	170.00
48-inch Culvert End Section	2	only	200.00	400.00
Metal Guard Rail	8,600	lin.ft.	2.50	21,500.00
Guide Posts, PW-1	100	only	7.25	725.00
Coarse Crushed Material in Base	45,300	tons	2.40	108,720.00
3/4" - 0 Material in Base	6,200	tons	2.50	15,500.00
Sprinkling	2,100	M-gal.	2.25	4,725.00
Preparation of Base	1.79	miles	600.00	1,074.00

3/4" – 0 Material in Binder Course	340 cu.yds.	$ 5.05	$ 1,717.00
Furnishing and Placing Aggregates	2,230 cu.yds.	5.30	11,819.00
RC-250 Asphalt	52 tons	50.00	2,600.00
200-300 Asphalt	170 tons	46.50	7,905.00
RS-1 Asphalt	46 tons	48.00	2,208.00
			$ 885,481.00
Flagging (5¾% of Contractor's Cost)	All Required		17,500.00
Horizontal Drains	All Required		6,000.00
Slide Removal	All Required		100,000.00
River Channel Revision	All Required		1,000.00
Seeding and Mulching	All Required		3,600.00
			$ 128,100.00

Utilities

Work by Coos-Curry Electric Co-op.	All Required	$ 12,177.00
Work by West Coast Telephone Co.	All Required	6,640.00
		$ 18,817.00
	Subtotal	$1,032,398.00
	10% Engr. & Cont.	103,239.00
	Total	$1,135,637.00

Length of Roadway	1.531 Miles
Cost of Roadway per Mile	$741,761.59

Federal Funds	$ 715,000.00
State Funds	420,637.00
	$1,135,637.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

N. UNIT, [illegible] CREEK-[illegible] SECTION

PROJECT NO. F-29(15)

Estimated cost of work by the Coos-Curry Electric Co-op.

Labor	$12,873.00	
Material	2,501.00	
Salvage Credit	-1,918.00	Credit
	$13,456.00	
State Share 19/21 (90.5%)	$12,177.00	

Estimated cost of work by the West Coast Telephone Company

Estimate No. 3360 CWO

Labor	$ 4,600.00	
Material	3,550.00	
Equipment	90.00	
Salvage Credit	-1,600.00	Credit
	$ 6,640.00	

RECEIVED
MAY 2 - 1963

FOR FILING
F-27(?)

6117

[illegible]

[illegible]
I A [illegible]

[illegible] BLASTING OPERATION [illegible] AT 9:30 [illegible] OF THE
[illegible]
[illegible]

L E CHANDLER

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
APR 26 1963

FOR FILING

6189

April 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189 in connection with Federal-Aid Project No. F-29(15).

This work is necessary for direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lb
Enc.

RECEIVED
MAR 15 1963

FOR FILING

[illegible]

[illegible]

477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

March 13, 1963

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-29(15), W. Unit, Tanner Cr. - Remote Section
West Coast Telephone Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated September 14, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated February 28, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated March 6, 1963.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective March 7, 1963 in accordance with our previous verbal discussion. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
MAR 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
copy To Morgan
3-14-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 27 1963

FOR FILING
F-29(15)

6129

477 Cottage Street N.E.
Salem, Oregon

February 20, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-29(15)
West Unit Tanner Creek - Remote Section
Coos-Curry Electric Cooperative
Utilities Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement, as evidenced by your letter dated September 14, 1962 and the above mentioned Utility's letter dated January 16, 1963 together with plans and estimates submitted with Mr. Young's letter dated February 14, 1963, is not approved in its present form for Federal participation. To establish an eligibility date for Federal participation subject to satisfactory conclusions to the conditions stated below for reimbursement purposes, you are authorized to proceed with the actual adjustments as of this date in order that no delay will be encountered in completing the project.

Your letter dated September 14, 1962 stated a power service line in the vicinity of Station 761 must be adjusted and would be reimbursable. This adjustment, as far as we can ascertain, is not included in the Utility estimate nor on the plans submitted. If this work is included, the 19/21 ratio of reimbursable portion may be subject to change. This should be clarified before the work is completed.

The estimate itemizes Material; Labor & Overhead are included as one figure. Previous audits of this Utility have resulted in deductions, due to the company's overhead procedures. It is the company's procedure to charge only labor, material, and direct purchases directly to the work order. All other costs, including equipment, stores expense, payroll additives, etc., are included in overhead, which is cleared monthly to the work orders on the ratio of the monthly overhead to the monthly direct labor. The practice of including transportation and equipment expense as a part of overhead and distributed on the basis of direct labor was considered arbitrary in accordance with Para. 12c of PPM 30-4. The company maintains no equipment use records, therefore on previous audits there was no way to determine (1) that equipment was

original To Young
2-27-63

NOTED
LLOYD P. SHAW

actually used on the project, (2) what equipment was used on the project, and (3) how long it was used on the project.

Including stores expense as a part of overhead for distribution on a direct labor basis we do not consider conforming to the requirements of Para. 11c of PPM 30-4.

The procedure followed by the Utility does not appear to conform to the uniform system of accounts established for R.E.A. Cooperatives. Account 163--Stores Expense Undistributed provides that costs associated with stores material will be cleared by adding to the cost of materials and supplies issued a suitable loading charge which will distribute the expense equitably over stores issues.

We feel that the matter of distributing equipment usage costs, stores expense, payroll additives, and general overhead costs should be resolved at this time to insure our participation in supportable actual costs.

RECEIVED
FEB 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

January 17, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. D. Morgan, Construction Engr.

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

West Unit Tanner Creek-Remote Section
Coos Bay-Roseburg Highway
Order for Extra Work No. 5

In reviewing Extra Work Order No. 5, which consists of leveling and shaping of a stockpile site located left of the highway at Mile Point 38.77 in the community of Remote, and included in the special provisions, we find this work is being performed in connection with the State's portion of the project and not on the Federal Aid section.

Federal participation on this project covers that portion of the work consisting of grading, surfacing and oiling from Station 741+50 to 822+33.4 and the approach to the project from Station 822+33.4 to 836+00.

Any work performed under the contract pertaining to stockpiling materials for the State project cannot be considered as eligible for Federal participation.

We must therefore deny participation in this previously approved Extra Work Order.

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-21-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 14 1962
FOR FILING

6187

December 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering preparation of stockpile site on the W. Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6187, in connection with Federal-Aid Project No. F-29(15).

This work is necessary to level and shape stockpile sites for the storage of material to be used for future construction. Clearing and grubbing of sites is a part of the clearing and grubbing work.

This work was verbally recommended for approval by the B.P.R. Area Engineer, December 10, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:ar

Enc.

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FOR FILING

F-2

6189

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 12, 1962

T. Dec, Assistant Division Engineer
08-35.4-DB Salem, Oregon

State Force Work Order No. 1
West Unit, Tanner Creek-Remote Section of the
Coos Bay-Roseburg Highway

Reference is made to your letter dated December 10, 1962 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Young
with attachments
12-14-62

RECEIVED
DEC 11 1962

FOR FILING

[illegible]
6189

December 10, 1962

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 25-mile-per-hour construction speed zone on the Coos Bay-Roseburg Highway between M. P. 36.5 and M. P. 38.3 in Coos County.

This restriction was placed in effect at 8:00 a.m., December 10, and is to be when and where necessary on the West Unit Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway placed under contract at the last Commission meeting.

This matter will be on the agenda for your consideration at the December 20 meeting.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pk hlb

D

RECEIVED
DEC 10 1962
FOR FILE

6189

December 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 1, Account No. 233 covering horizontal drains on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189, in connection with Federal-Aid Project No. F-29(15).

It is expected that subterranean drainage will be necessary for prevention of slides. The amount of $6,000 was set up in the Project Authorization as an anticipated item to cover the installation of horizontal drains.

The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews, which will be available as needed. The amount is too small to be done economically by separate contract as the work will be done in stages, as needed, to coordinate with the contractor's progress of the project.

The total estimated amount of the order is $6,000 with Federal participation of $3,600.

Your approval of the order, on actual cost basis, under the provisions of PPM 21-4.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
DEC 10 1962
FOR FILING

6139

December 10, 1962

Mr. A. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering channel revision on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6139, in connection with Federal-Aid Project No. F-29(15).

Boulders in the Coquille River interrupt the flow and cause eddies which will wash new construction fills. It is not practical to remove them as excavation and the amount of $1,000 was included in the Project Authorization to cover the removal as extra work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
DEC 10 1962
FOR FILING

[illegible]

6189

December 7, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the West Unit, Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6189, in connection with Federal-Aid Project No. F-29(15).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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DEC 11 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6174

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 6, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Sir:

Effective 8:00 a.m., December 10, permission was granted for the establishment of a 25 MPH construction speed zone on the West Unit Tanner Creek-Remote Section of the Coos Bay-Roseburg Highway between M.P. 36.5 and M.P. 38.3 in Coos County.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

pk
bc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
DEC 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 21, 1962

S. A. Hutchins & Associates Const. Co.
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962, awarded to you State Highway Contract No. 6159 for the following project:

> Grading, oiling and aggreg. production on the W. Unit, Tanner Creek-Remote Section of Coos Bay-Roseburg Highway, Coos County

This award was based on your low bid of $1,190,666.00 which was submitted to the Commission on November 20, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
[illegible] 27 1962
FOR [illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 20, 1962

By:
A. F. Bester
Assistant Engr. Coordinator

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-29(15)
W. Unit, Tanner Creek-Remote Section
Coos Bay-Roseburg Highway

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6189 to S. A. Hutchins & Associates Const. Company of Sutherlin, Oregon, low bidder in the amount of $1,190,666.00 at the November 20, 1962 bid opening.

To Mr. Litchfield's November 15, 1962 letter were attached copies of the Staff Attorney's letters to utilities involved in this project. As stated in our October 29, 1962 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-27-62

NOTED
R. L. PORTER

RECEIVED
OCT 30 1962
FOR FILING

(F-29(15))
6189

477 Cottage Street, N.E.
Salem, Oregon

October 29, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

M. E. Martin
District Engineer

Oregon Project F-29(15)
West Unit, Tanner Creek-Remote Section
Grading and oiling

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's October 19, 1962 letter with the expectation that all parcels will be available for occupancy and contractor's use prior to award.

You have combined a State-financed aggregate production project with the Federal-aid project. Federal participation in the cost of the work will be on the basis of the unit prices by the individual contractor who would be the lowest responsible bidder if only the Federal-aid project were considered as required by subparagraph 8c of PPM 21-6.3.

Your August 22, 1962 status of preparatory work for utility adjustments indicates that delays may be anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate and further advice on status should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
10-30-62

NOTED
[illegible] PORTER

RECEIVED
MAY 25 1962

FOR FILING
F-29 (15)

6189

Salem, Oregon
May 24, 1962

Highway 42

Mr. Forrest Cooper
State Highway Engineer
Office

It is planned to advertise the Tanner Creek-Remote Section on the Coos Bay-Roseburg Highway just as soon as the next federal-aid funds are released. This probably will be in September. As part of this contract rock will be crushed and stock-piled for use in the four sections east of Remote that we plan to construct on an equipment rental basis.

The equipment rental could be contracted at any time, however, I recommend that we withhold any action on this work until such time as the crushed rock will be available. This should be sometime in the spring of 1963.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

L. H. Young

F-29(1)

6187

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1942

SUBJECT: Sumner Creek-Remote
Section
Coos Bay-Roseburg
Highway
Coos County

To:

Mr. Earl F. Salling
Mr. L. W. Riley
Mr. E. R. Mitchell

We have been holding options secured on the subject project, awaiting Federal-aid programming.

I have been advised today by L. H. Young, Office Engineer, that we may proceed to accept options upon this project and consider it State-financed.

This instruction relates to the project which has been foreshortened by deleting Files 34377, 34378, 34379, 34380, and 34620.

WALTER T. WRIGHT
Right of Way Engineer

WTW:ag

cc Mr. L. H. Young ✓
Mr. L. I. Lindas

2nd copy to Porter.

NOTED
R. L. PORTER

RECEIVED
MAR 28 1962
FOR FILING

F-29 [illegible]

C119

FORM E-107 ...M ... 30602

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

SUBJECT: Coos Bay-Roseburg Highway

To: MEMO TO FILES

Mr. Porter has requested our estimates and recommendations concerning the following proposals:

1. Cut back length of Tanner Creek-Remote Section to about a 1.9± mile section.

2. Contract (probably in one contract) the following sections:

   (a) M.P. 28.75± to M.P. 29.5±
   (b) M.P. 31.75± to M.P. 32.5±
   (c) M.P. 36.5± to M.P. 39.5±

3. Improve sections not included above from about 1/2 mile east of Remote to about M.P. 42± on equipment rental basis. Use maximum of 20° curvature.

Mr. Porter desires to have good estimates of costs for doing this work at an early date. Estimates for nos. 1 and 2 should be accomplished first and without further field work. Estimates for no. 3 may take a small amount of field work, but this should be kept at a minimum. All estimates will be made up in the Salem Office.

F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter ✓
L. R. Chandler
J. E. Morelock
L. H. Young

NOTED
R. L. PORTER

2

9

RECEIVED
FEB 20 1962
FOR FILING

F-27(15)

1 CERTIFIED

6187

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N. E. Holladay
Portland 12, Oregon

IN REPLY REFER TO
Oregon 012294
(17.0)b

Wright

F[illegible]62

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We are returning the linen map for Tanner Creek - Remote Section Coos Bay - Roseburg Highway, right-of-way application, Oregon 012294. There are several subdivisions which were not identified as "U.S.A." lands. It appears that the NW¼NW¼, SW¼ SW¼, SE¼SE¼ Sec. 29; NE¼NE¼ Sec. 30, T. 29 S., R. 10 W., W.M., Oregon should be identified as "U.S.A." lands. Also, the information mentioned in 43 CFR 244.3 enclosed Circular 1915 must be provided to complete your application. This includes:

1. A statement specifying that application is made pursuant to regulation 43 CFR 244.
2. A statement of agreement that the right-of-way if approved will be subject to the terms and conditions contained in 43 CFR 244.

Thirty days from receipt hereof is allowed within which to correct the linen map and return it and three print copies thereof with the above statements, failing in which the application will be rejected and the case closed without further notice. Thereafter, a new application would be required.

The right of appeal to the Director, Bureau of Land Management is allowed. An appeal is not necessary and should not be taken unless this decision is erroneous in law or fact. An appeal filed in accordance with the regulations in enclosed Form 4-1364 will be properly filed.

We realize that in recent years the statements mentioned in 43 CFR 244.3 have not been included in your application. However, we must ask compliance with the regulatory requirements of 43 CFR 244.53 as a prerequisite to granting rights-of-way.

Your timely response to this decision is anticipated, therefore, we will continue processing this right-of-way application during the interim period.

Sincerely Yours,

M. M. Gorecki
M. M. Gorecki
Chief, Lands Section

Enclosures: 3

Original To Wright
2-19-62

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1962

FOR FILES
Owner
B/M
[illegible]

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1962

SUBJECT: Access Points
Tanner Creek-Remote Section
Coos Bay - Roseburg Highway
Coos County

To: Mr. R. L. Porter
Assistant State Highway Engineer
Office

Attached is a Right of Way map upon which are shown the locations of the points of access which we plan to allow the various adjacent owners on the above project.

These points have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property.

File numbers, names of owners, stations of access, and width are as follows:

File Number	Name	Engineer's Station	Side of Highway	Width
34375	Leneve, L.	759+00	Northerly	25 Ft.
34376	Bureau of Land Management	781+50	Northerly	25 Ft.
		781+50	Southerly	25 Ft.
34380	Jennings, L.	878+90	Southerly	25 Ft.
		893+00	Northerly	25 Ft.
		904+60	Southerly	25 Ft.
		907+90	Northerly	25 Ft.

No use restriction is planned on any of the above listed points of access.

It is recommended that this line be appraised and negotiated on the above basis. Any variance from the approaches as listed will be reported to you in a separate letter.

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

DHM:jm

Attachment

cc Mr. L. I. Lindas

Approved:

R. L. PORTER

F-205(12) S. Klamath Falls Interch. Sec., 1962
The Dalles-Calif. Hwy. (Struct.,
#6190 Grad., Pav. & Sign.) Folder [redacted]

RR 597

STATE COPY

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AUG 2 0 1965
FOR FILING

Monthly transaction number 8-109	FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMME BUREAU OF PUBLIC ROA	State Oregon
Project report number F-205 (12) 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-9-65	County Klamath
		Project number F-205(12)

6190

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 4, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 856,311.20
Revised Federal funds	$ 540,770.18

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]

~~XXX~~ A. W. Parsons
(Division Engineer)

Assistant State Highway Engineer
(Title)

By: LRBacklund
L. R. Backlund
Administrative Manager

By ______________________

____
(Title)

By ______________________

____
(Title)

USCOMM-DC 8120-P63

Monthly transaction number F-205(12)	Form [illegible] A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
		County Klamath
Project report number 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project number F-205(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 4, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 841,624.00
Revised Federal funds	$ 529,000.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of March, 1964.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stewart

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
By______________________
Division Engineer

By: LRBacklund
L. R. Backlund, Administrative Mgr.

Oregon State Highway Department

Federal-Aid
Project No. F-205(12)

SOUTH KLAMATH FALLS INTERCHANGE SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include work retained in P.S. and E. status.)

Salem, Oregon, March 4, 1964

Type Code 6201
Roadway (Sta. 116+17 to Sta. 120+80) (Contract 6190)

Clearing and Grubbing	All	Req.		$ 4,500.00
Removal of Pavement	5,500	sq.yd.	$ 0.65	3,575.00
Drainage Excavation, Unclass.	750	cu.yd.	4.00	3,000.00
Embankment in Place	42,200	cu.yd.	1.30	54,860.00
Finishing Roadbed and Slopes	All	Req.		2,500.00
18-inch Culvert Pipe	260	lin.ft.	4.00	1,040.00
24-inch Corrugated Steel Pipe	120	lin.ft.	7.00	840.00
12-inch Concrete Pipe	70	lin.ft.	4.25	297.50
8-inch Sewer Pipe	250	lin.ft.	4.50	1,125.00
12-inch Sewer Pipe	570	lin.ft.	4.50	2,565.00
15-inch Sewer Pipe	260	lin.ft.	6.00	1,560.00
Extra for Pipe Under Pavement	30	lin.ft.	5.00	150.00
Concrete Inlets, Type "B"	7	only	200.00	1,400.00
Concrete Manholes	3	only	400.00	1,200.00
Adjustment of Manholes	1	only	100.00	100.00
Cap Manholes	3	only	100.00	300.00
Concrete Curbs	40	cu.yd.	65.00	2,600.00
Concrete Walks and Surfacing	150	sq.yd.	5.00	750.00
1 1/2-inch Electrical Conduit	90	lin.ft.	5.00	450.00
Salvage and Reinstall Guard Rail	650	lin.ft.	1.20	780.00
Metal Guard Rail	450	lin.ft.	3.00	1,350.00
Guide Posts, FW-1	24	only	7.25	174.00
Guide Posts, FY-2	6	only	7.75	46.50
Bracket Reflectors	6	only	1.00	6.00
Loose Riprap	960	cu.yd.	4.00	3,840.00
Coarse Crushed Material in Base	7,880	ton	3.50	27,580.00
3/4" - 0 Material in Base	1,100	ton	3.50	3,850.00
Sprinkling	470	M-gal.	3.00	1,410.00
Preparation of Base	All	Req.		1,500.00
3/4" - 0 Material in Binder Course	50	cu.yd.	7.00	350.00
RC-250 Asphalt	8	ton	100.00	800.00
Class "B" Asphaltic Concrete	1,500	ton	10.40	15,600.00
Shoring, Cribbing, etc.	All	Req.		500.00
Structural Excavation	160	cu.yd.	7.00	1,120.00
Structural Excavation Below Elevation Shown	20	cu.yd.	10.00	200.00
Class "A" Concrete	All	Req.		7,300.00
Metal Reinforcement	All	Req.		2,000.00
Removal of Existing Sign Installation	All	Req.		100.00
Furnish 8" BP 36# Steel Piling	32	lin.ft.	6.25	200.00

Drive Steel Piles	3 only	$ 85.00	$ 255.00
Metal Sign Posts	All Req.		206.00
Overhead Sign Structure	All Req.		9,640.00
Wood Sign Posts	All Req.		1,230.00
Type "A" Signs in Place	918 sq.ft.	6.90	6,334.20
Type "C", "D" and "R" Signs in Place	441 sq.ft.	3.45	1,521.45
Type "E" Signs in Place	16 sq.ft.	3.60	57.60
Type "K" Signs in Place	96 sq.ft.	5.75	552.00
			$171,315.25

Flagging (57½% of Contractor's Cost)	All Req.	$ 2,000.00
Seeding and Mulching	All Req.	300.00
Traffic Markers and Striping	All Req.	300.00
		$ 2,600.00

Utilities

Work by Great Northern Railroad	All Req.	$ 2,700.00
	Subtotal	$176,615.25
	10% Engr. & Cont.	17,660.75
	Total	$194,276.00

Type Code X431

S. Klamath Falls Interchange (Br. #8347) (Sta. 120+80 to Sta. 132+59) (Cont. 6190)

Shoring, Cribbing, etc.	All Req.		$ 88,000.00
Structural Excavation	1,700 cu.yd.	$ 9.00	15,300.00
Structural Excavation Below Elevation Shown	300 cu.yd.	18.00	5,400.00
Furnish 10" BP 42# Steel Piling	555 lin.ft.	5.00	2,775.00
Drive Steel Piles	15 only	85.00	1,275.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (2,440 cu.yd.)	All Req.		190,000.00
50' to 55' Type III Prestressed Beams	12 only	1,080.00	12,960.00
55' to 60' Type III Prestressed Beams	3 only	1,180.00	3,540.00
65' to 70' Type III Prestressed Beams	32 only	1,260.00	40,320.00
70' to 75' Type III Prestressed Beams	9 only	1,625.00	14,625.00
Metal Reinforcement (510,000 lbs.)	All Req.		67,000.00
Structural Steel (Low Alloy 411,000 lbs.) (Carbon 130,000 lbs.)	All Req.		129,000.00
Metal Parapet Railing	2,556 lin.ft.	4.70	12,013.20
8-inch Metal Drain Pipe	160 lin.ft.	3.50	560.00
6-inch Standard Steel Pipe	220 lin.ft.	13.50	2,970.00
1-inch Electrical Conduit	1,400 lin.ft.	1.30	1,820.00
1 1/4-inch Electrical Conduit	400 lin.ft.	1.55	620.00

Subtotal	$588,498.20
10% Engr. & Cont.	58,849.80
Total	$647,348.00

Length of Roadway - - - - - - - - 0.088 Mile
Length of Structure - - - - - - - 0.223 Mile
Total Length- - - - - - - - - - - 0.311 Mile
Cost of Roadway Per Mile- - - - $2,207,681.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$194,276.00	$121,500.00	$ 72,776.00
Structure	647,348.00	407,500.00	239,848.00
	$841,624.00	$529,000.00	$312,624.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

SOUTH KLAMATH FALLS INTERCHANGE SECTION

PROJECT NO. F-205(12)

Estimated cost of work by the Great Northern Railway Company.

Labor	$ 800.00	
Material	2,150.00	
Salvage Credit	250.00	Credit
	$2,700.00	

205(12)

6190

FORM E-30X—50M—1-63 SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1963

SUBJECT: Salvaged Materials
Federal-aid Projects

To:
Mr. J. F. [illegible]nam
Division Engineer
State Highway Department
Bend, Oregon

Office Engineering has requested that we furnish information concerning the value and location of items salvaged on the following listed projects:

THE DALLES-FIFTEEN MILE CREEK SECTION, Contract No. 6348, I-80N-3(39)81

Bid Item No. 33 - Removal of Existing Sign Installations
Bid Item No. 6 - Salvage and Stockpile Guard Rail - 302 feet

SOUTH KLAMATH FALLS INTERCHANGE SECTION, Contract No. 6190, F-205(12)

Item No. 56 - Remove of Existing Sign Installations

The value of these salvaged items must be credited to the project if they were stockpiled. Please determine the location and value of these salvaged items and supply this office with your findings.

F. D. Morgan
Construction Engineer

DES:fp
cc F. B. Klaboe
L. H. Young

RECEIVED
MAY 4 - 1964
FOR FILING

May 4, 1964

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On April 21, 1964, we wrote to you concerning release of final payment on contract #6190, awarded to Tom Lillebo Const. Co., for structure-grading-paving-signing the South Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $36,136.13 and the total contract amount is $776,167.81, including $4,445.84 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Tom Lillebo Const. Co.,
P. O. Box 365
Reedsport, Oregon

cc: C. H. Maison
Attn.: John Kerr

[illegible]
APR 20 1964
FOR FILING

[illegible]

6190

April 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 2 on Contract No. 6190. The contract was with Tom Lillebo Construction Company and was for work on the South Klamath Falls Interchange, The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on April 23.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING: April 4, 1964
	SECTION South K.Falls Interchange	SECTION PREFIX 18-1098
	HIGHWAY The Dalles-California	COUNTY Klamath
NAME OF JOB South Klamath Falls Interchange	KIND OF WORK Structure, Grading, Paving & Signing	
CONTRACTOR Tom Lillebo Const. Co.	CONTRACT NUMBER 6190	FEDERAL AID PROJECT NUMBER F-205 (12)
DATE OF CONTRACT November 20, 1962	DATE WORK STARTED December 12, 1962	ESTIMATED COMPLETION DATE April 2, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS 250	WORK DAYS USED ~~[illegible]~~ 209
PROJECT AUTHORIZATION: $ 860,977.63	ENGINEERING AUTHORIZATION $ 61,225.08	PERCENT OF TIME ELAPSED ~~[illegible]~~ 83.6
EXCLUSIVE OF ENGINEERING: $ 799,752.55	Grading Only ENGINEERING COST TO DATE $ 33,876.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 799,752.55	PERCENT OF AUTHORIZATION 55.33%	~~[illegible]~~ 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	DATE PROJECT WAS COMPLETED: April 2, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
100	100	100	100	100	1 00	—	~~95~~ 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	0.32			0.32
MILES PARTIALLY COMPLETED	0.32	0.32			0.32
MILES COMPLETED	0.32	0.32			0.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,200 C.Y.	8,980 Ton			1,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	36,674.4 C.Y.	9,955.82 Ton			1,749.23 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	36,674.4 C.Y.	9,955.82 Ton			1,749.23 Ton
AVERAGE DAILY QUANTITIES	0 C.Y.	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		
TUESDAY	Cloudy am-Showers pm		
WEDNESDAY	Overcasr-Windy-Cool		
THURSDAY	Ptly. Cloudy		
FRIDAY	Fair-Windy-Cool		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Replaced grout pads on butterfly sign structure
TUESDAY	No activity
WEDNESDAY	No Activity
THURSDAY	Touch up painting completed on butterfly sign structure this afternoon
FRIDAY	No activity
SATURDAY	--

REMARKS

Project Complete

FINAL REPORT

SIGNED W. Reid Merritt

ADDRESS P. O. Box 1090 Klamath Falls, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 13 1963

FOR FILING

[illegible]

6190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1963

SUBJECT: South Klamath Falls Interchange
The Dalles-California Highway
Contract No. 6190

To: Mr. G. L. Decker
Asst. Construction Engineer

Building

Pursuant to our telephone conversation with respect to the above contract and, in particular, to Dean Swift's letter of December 4 which is attached hereto, this is to inform you that Mr. Lindas has discussed this matter with Mr. R. L. Porter.

It is Mr. Porter's opinion that we should not deduct any sum from the Tom Lillebo Construction Company's contract by reason of the fact that Mr. Lillebo will not be removing all of the building which was covered as part of his clearing and grubbing contract.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
attachment

cc: R. L. Porter
W. H. Haskin
Dean Swift
L. I. Lindas

NOTED
R. L PORTER

2

P. M. Stephenson

RECEIVED
OCT 30 1963

FOR FILING

[illegible]

6190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 29, 1963
Salem, Oregon

SUBJECT: Link River Channel
South Klamath Falls Interchange
The Dalles-California Highway

To:

Mr. Ivan D. Merchant
Bridge Engineer
BUILDING

Enclosed is a map showing bottom contours at the mouth of Link River in December, 1962 prior to construction. These contours are more precise than those on the original vicinity map. They indicate a ridge more or less in line with a right angle at Station 130 which would tend to deflect current toward the left bank. Velocities on the right bank between Station 131 and 134 would be in the shadow of this ridge and the projection on the right bank right of pier #3, and so would be in an eddy area. We have no measurements of velocity in this area prior to construction, but I believe the velocities would be low or upstream.

Velocity measurements at the Main Street bridge by the U. S. Geological Survey before and during construction, for low and high flows, do not show any detectable change in the velocity distribution at this section as a result of the construction. Only major changes in velocity distribution would be detected here, such as would result from appreciable backwater due to complete blocking of half the channel. Therefore, this evidence is not considered conclusive.

Comparison of the velocity distribution curve obtained at Section A-A, shown on the map, on August 14, 1963, while the pile trestle, some falsework piles, and a certain amount of material excavated from cofferdams obstructed the flow, and a similar profile obtained after the bottom is cleaned up, will show the effect of this cleanup. Unfortunately, it will not show conclusively that the bridge construction is not to blame for the high velocities which were the basis of the Modoc Lumber complaint.

I am not surprised that Modoc Lumber experienced unusual velocities in April, 1963. The discharge in Link River at this time was about 5100 cfs, almost twice the usual spring peak runoff and the highest since the 5300 cfs experienced in February,

NOTED
P. M. STEPHENSON

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: April 4, 1964

SECTION: South K.Falls Interchange

SECTION PREFIX: 18-1098

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: South Klamath Falls Interchange

KIND OF WORK: Structure, Grading, Paving & Signing

CONTRACTOR: Tom Lillebo Const. Co.

CONTRACT NUMBER: 6190

FEDERAL AID PROJECT NUMBER: F-205 (12)

DATE OF CONTRACT: November 20, 1962

DATE WORK STARTED: December 12, 1962

ESTIMATED COMPLETION DATE: April 2, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS: 250

WORK DAYS USED: ~~208~~ 209

PROJECT AUTHORIZATION: $ 860,977.63

ENGINEERING AUTHORIZATION: $ 61,225.08

PERCENT OF TIME ELAPSED: ~~[illegible]~~ 83.6

Grading Only

EXCLUSIVE OF ENGINEERING: $ 799,752.55

ENGINEERING COST TO DATE: $ 33,876.32

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~[illegible]~~ 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 799,752.55

PERCENT OF AUTHORIZATION: 55.33%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

DATE PROJECT WAS COMPLETED: April 2, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
100	100	100	100	100	1 00	—	~~95~~ 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	0.32			0.32
MILES PARTIALLY COMPLETED	0.32	0.32			0.32
MILES COMPLETED	0.32	0.32			0.32
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AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		
TUESDAY	Cloudy am-Showers pm		
WEDNESDAY	Overcasr-Windy-Cool		CONSTRUCTION DIVISION
THURSDAY	Ptly. Cloudy		RECEIVED 1964
FRIDAY	Fair-Windy-Cool		
SATURDAY			

CB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Replaced grout pads on butterfly sign structure
TUESDAY	No activity
WEDNESDAY	No Activity
THURSDAY	Touch up painting completed on butterfly sign structure this afternoon
FRIDAY	No activity
SATURDAY	

REMARKS

Project Complete

FINAL REPORT

SIGNED W. Reid Merritt

ADDRESS P. O. Box 1090 Klamath Falls, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

1958. At the time of this peak discharge this year, about the maximum obstruction in cofferdams, material excavated from cofferdams, and pile trestle was in place. Most of this obstruction tended to deflect flow to the left bank and toward Modoc Lumber.

I feel that removal of the obstructions in the channel resulting from the bridge construction and going one step farther and removing the ridge at Station 130 will cause the velocities below the bridge to be more uniform and, therefore, not objectionable to Modoc Lumber for repetitions of discharges in the order of 5000 cfs, or at least no more objectionable than a discharge such as this would have been before the bridge construction.

A more positive solution to the problem would be the construction of a rock dike in the position shown on the map. This dike would offer protection to the oversize log storage area, the corner of the fill at the end of the railroad spur and the mouth of the entrance to the mill area.

I propose that the dike be of rock construction with a 10-foot wide top at elevation 87 and 1½:1 side slopes. The east edge of the top of the dike would lie on the line of the piles at the west side of the oversize log storage area. The south end of the top of the dike will be at the projection of the shoreline parallel to and south of the railroad spur.

Construction of the dike in this manner will require about 2700 cubic yards of rock, in place, allowing displacement of up to three feet of mud along portions of the east toe of the dike. The conveyance of the channel between the dike and the highway fill will be essentially as indicated in my report of June 23, 1961 (the conveyance will continue to increase in the downstream direction) and should not pose a problem to Pacific Power and Light.

John C. Jenkins
Assistant Research Engineer

Enclosure
JCJ:bbc

cc: P. M. Stephenson
E. G. Ricketts
J. J. Gix

RECEIVED
AUG 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1963

SUBJECT: So. Klamath Falls Interchange
The Dalles-California Highway
Contract No. 6190

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Division 4 was asked to investigate a complaint from the Mayor of Klamath Falls that present construction on this project was obstructing drainage and "mosquito holes" were being formed.

A copy of the Division report, along with sketch is attached. The report is self-explanatory and indicates the area under question to be one of extremely poor drainage, not as a result of our construction, but from the controlled elevation of Lake Ewauna.

In discussion with the Division it was learned the two pipes shown parallel to and each side of the railroad were placed at the same elevation as existing ditches. The Division also advised that any filling to correct drainage would need to be carried out over the entire surrounding flat area, with the value in doubt.

Please advise if further information or study is desired.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachments

cc: Tom Edwards (w/attachs.)

SHAW

FORM E-30X—80M—11-61—40231

CONSTRUCTION DIVISION
RECEIVED
JUN 21 1963
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ CUE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 20, 1963

SUBJECT: South Klamath Falls Interchange
The Dalles-California Highway
Contract No. 6190

To: Mr. G. L. Decker
Assistant Construction Engineer
Oregon State Highway Department
Salem, Oregon

We have investigated the complaint of the Mayor of Klamath Falls that we were obstructing drainage and forming mosquito holes at the South Klamath Falls Interchange. In order to make certain what the Mayor had in mind, he, Paul Jones and I went over the area Tuesday. We did not have the information in this report at that time.

One of the local citizens along Riverside Street complained to the Mayor about the water standing west of the railroad fill near our construction. He told the Mayor that this condition had never existed before. I have shown on the enclosed sketch, with blue dotted lines, approximately the area where the water has been standing. You will note that a part of this is below the outlet of a 12-inch storm sewer which drains Riverside Street. A part of this water could come from this drainage although there are springs in the area which no doubt contribute to it and subirrigation no doubt accounts for most of it. The Mayor seemed to think there may have been a drain from this area to the east.

We checked with the Railroad Company and their map showed a 24-inch pipe across their tracks at approximately the north end of the two pipes we placed paralleling the tracks. We do not know the history of this pipe and can only guess. It may have been installed in the spur before the elevation of Lake Ewauna was controlled. If this were true, it probably could have functioned when the lake was low. According to the Mayor there was a mill in this area prior to World War I. The pipe may have been installed for some use by the mill other than drainage. The crew probed for the pipe for a distance of fifteen feet each side of where it was supposed to have been installed and to an elevation of 4,080, but no pipe was located. A pipe at this location now would serve no useful purpose.

Mr. G. L. Decker
Assistant Construction Engineer
Oregon State Highway Department
Salem, Oregon

Page 2
June 20, 1963

According to our best information the water elevation is controlled between approximate elevations 4084.2 and 4085.6 in the river. Yesterday, Meritt's crew took the elevations shown on the enclosed print and found the elevation of the river at the bridge to be 4084.16, the elevation of the lake to be 4084.11, and the water standing west of the track at 4084.03. It can easily be seen from these elevations that we have not obstructed the drainage in this area and that the present condition has probably existed since the elevation of the lake has been controlled. Probably one reason it is more noticeable is considerable brush and weeds were removed during construction.

The Mayor also told us that sometime back he inspected the area and the two pipes parallel to the railroad spur were approximately one-half full of water. This no doubt was true since at that time the elevation of the lake was probably a foot higher than it is now.

There is no question that the condition in this area is not desirable, but it has not been created by any of our work and we do not believe the department should be responsible for draining this area. It could be done only by pumping.

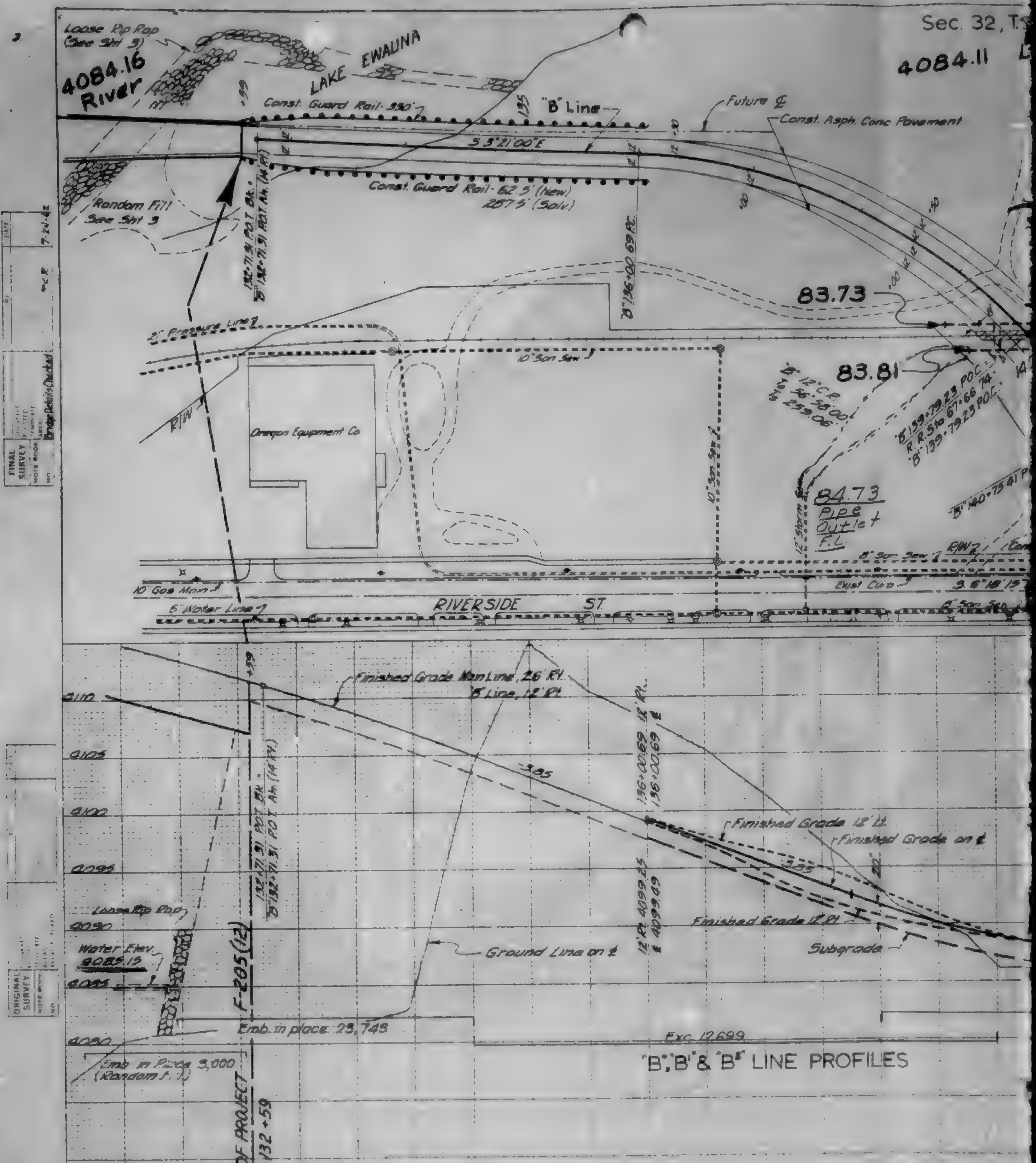
If there is any additional information needed please let us know.

L. H. Warfield
Assistant Division Engineer

LHW/pp

Encl.

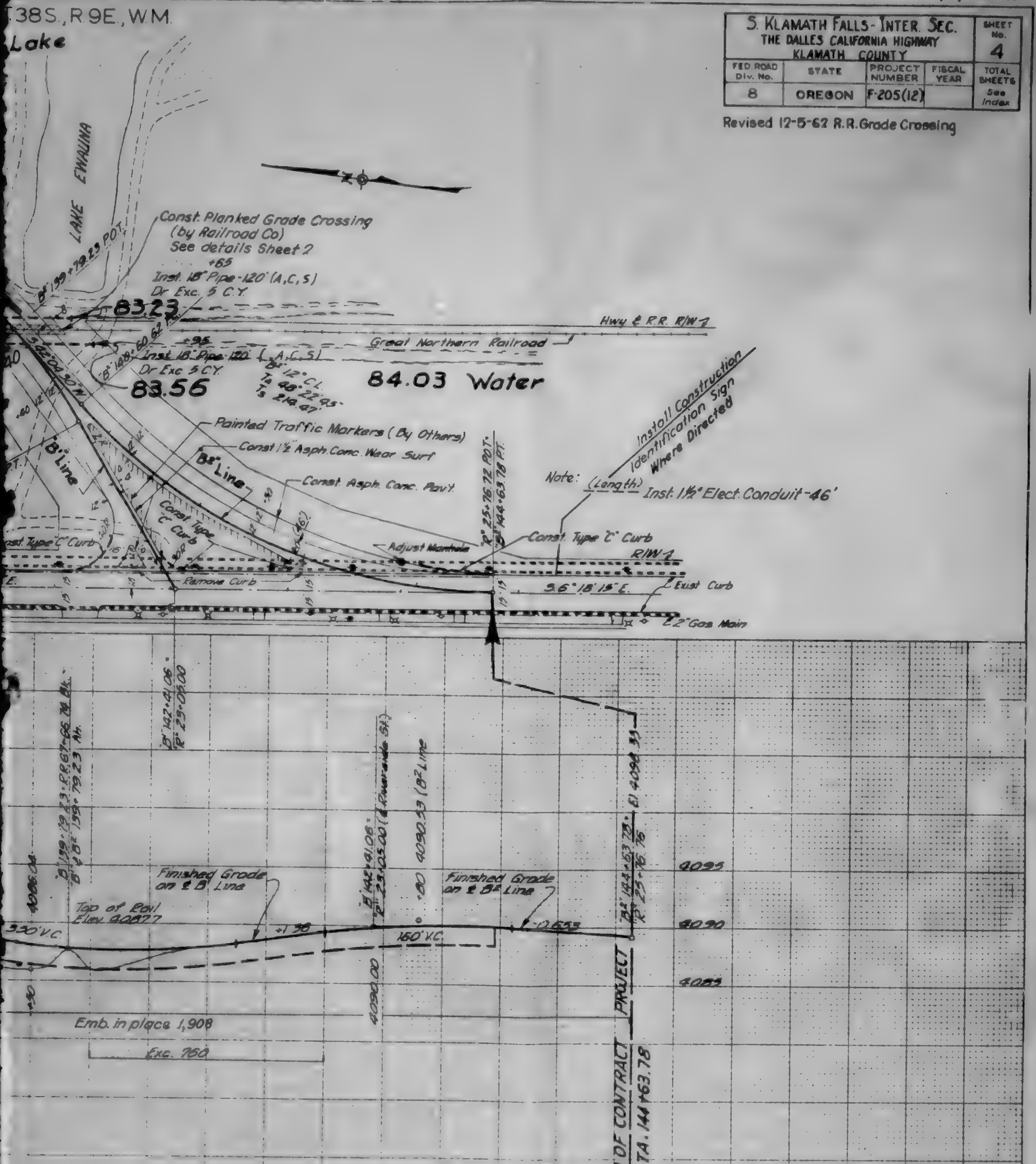
cc: S. P. Jones
W. R. Meritt


Sec. 32, T.
4084.16 River
4084.11
Loose Rip Rap (See Sht 3)
LAKE EWAUNA
Const. Guard Rail - 330'
"B" Line
Future ℄
Const. Asph. Conc. Pavement
S 3°21'00"E
Const. Guard Rail - 62.5' (New) 257.5' (Salv.)
Random Fill See Sht 3
132+71.31 P.O.T. Bk.
"B" 132+71.31 P.O.T. Ah. (14' Rt.)
"B" 136+00.69 P.C.
83.73
83.81
21" Pressure Line
10" San. Sew.
R/W
Oregon Equipment Co.
10" San. Sew.
"B" 12° C.P.
Δ 56°58'00"
R 259.06
"B" 139+79.23 P.O.C.
R.R. Sta. 67+66.74
"B" 139+79.23 P.O.C.
"B" 140+75.41 P.
12" Storm Sew.
84.73 Pipe Outlet F.L.
8" San. Sew.
R/W
10" Gas Main
Exist. Curb
S 6°18'15"
6" Water Line
RIVERSIDE ST.
8" San. Sew.
Finished Grade Main Line, 26' Rt.
"B" Line, 12' Rt.
4110
4105
4100
4095
4090
4085
4080
-3.85
136+00.69 12' Rt.
136+00.69 ℄
12' Rt. 4099.25
℄ 4099.49
Finished Grade 12' Lt.
Finished Grade on ℄
-3.85
Finished Grade 12' Rt.
Subgrade
Loose Rip Rap
Water Elev. 4085.15
Ground Line on ℄
F-205(12)
Emb. in place 23,743
Exc. 12,699
Emb. in Place 3,080 (Random F.)
"B", "B'" & "B''" LINE PROFILES
END OF PROJECT
STA. 132+59
.32
.35
FINAL SURVEY
NOTE BOOK
NO.
Bridge Details Checked
7-24-62
ORIGINAL SURVEY
NOTE BOOK
NO.

7V-12-2

S. KLAMATH FALLS - INTER. SEC. THE DALLES CALIFORNIA HIGHWAY KLAMATH COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-205(12)		See Index

Revised 12-5-62 R.R. Grade Crossing


T.38S., R.9E., W.M.
Lake
LAKE EWAUNA
B1 139+79.23 P.O.T.
Const. Planked Grade Crossing (by Railroad Co) See details Sheet 2
+65 Inst. 18" Pipe-120' (A,C,S) Dr Exc. 5 C.Y.
83.23
Hwy & R.R. R/W
+95 Inst. 18" Pipe-120' (A,C,S) Dr Exc 5 C.Y.
B 148+60.62
Great Northern Railroad
83.56
84.03 Water
B2 12° C.L. T2 46°22'95" Ts 219.47'
Painted Traffic Markers (By Others)
Const 1½" Asph. Conc. Wear Surf
B Line
B2 Line
Const. Asph. Conc. Pav't.
Const. Type "C" Curb
Adjust Manhole
R 25+76.72 P.O.T.
B2 144+63.78 P.T.
Const. Type "C" Curb
R/W
Install Construction Identification Sign Where Directed
Note: (Length) Inst. 1½" Elect. Conduit-46'
Remove Curb
S 6°18'15" E.
Exist Curb
2" Gas Main
B 142+41.06 = R 23+03.00
B 139+79.23 = R.R. 67+66.78 Bk. = B2 139+79.23 Ah.
4086.04
B 142+41.06 = R 23+05.00 (£ Riverside St.)
4090.33 (B2 Line)
4090.00
+80
B2 144+63.78 = R 23+76.76
El. 4090.33
Finished Grade on £ B Line
Finished Grade on £ B2 Line
Top of Rail Elev. 4087.7
330' V.C.
+1.38
160' V.C.
-0.653
4095
4090
4085
Emb. in place 1,908
Exc. 760
END OF CONTRACT PROJECT STA. 144+63.78
140
142

RECEIVED
JUN 27 1963

FOR FILING

F-205(12)

6190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1963

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: So. Klamath Falls Interchange
The Dalles-California Highway
Contract No. 6190

Division 4 was asked to investigate a complaint from the Mayor of Klamath Falls that present construction on this project was obstructing drainage and "mosquito holes" were being formed.

A copy of the Division report, along with sketch is attached. The report is self-explanatory and indicates the area under question to be one of extremely poor drainage, not as a result of our construction, but from the controlled elevation of Lake Ewauna.

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Please advise if further information or study is desired.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachments

cc: Tom Edwards (w/attachs.) NOTED TOM EDWARDS

FORM E-30 50M 7-59 23134

CONSTRUCTION DIVISION
RECEIVED
JUN 21 1963
NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACC CCE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 20, 1963

SUBJECT: South Klamath Falls Interchange
The Dalles-California Highway
Contract No. 6190

To: Mr. G. L. Decker
Assistant Construction Engineer
Oregon State Highway Department
Salem, Oregon

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CONSTRUCTION DIVISION
RECEIVED
JUN 21 1963
NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACC CCE

Mr. G. L. Decker
Assistant Construction Engineer
Oregon State Highway Department
Salem, Oregon

Page 2
June 20, 1963

According to our best information the water elevation is controlled between approximate elevations 4084.2 and 4085.6 in the river. Yesterday, Meritt's crew took the elevations shown on the enclosed print and found the elevation of the river at the bridge to be 4084.16, the elevation of the lake to be 4084.11, and the water standing west of the track at 4084.03. It can easily be seen from these elevations that we have not obstructed the drainage in this area and that the present condition has probably existed since the elevation of the lake has been controlled. Probably one reason it is more noticeable is considerable brush and weeds were removed during construction.

The Mayor also told us that sometime back he inspected the area and the two pipes parallel to the railroad spur were approximately one-half full of water. This no doubt was true since at that time the elevation of the lake was probably a foot higher than it is now.

There is no question that the condition in this area is not desirable, but it has not been created by any of our work and we do not believe the department should be responsible for draining this area. It could be done only by pumping.

If there is any additional information needed please let us know.

L. H. Warfield
Assistant Division Engineer

LHW/pp

Encl.

cc: S. P. Jones
W. R. Meritt

RECEIVED
MAY 21 1963

FOR FILING

[illegible]
6190

May 20, 1963

Modoc Lumber Company
P. O. Box 152
Klamath Falls, Oregon

1358

Gentlemen:

South Klamath Falls Interchange
Channel Diversion
Contract No. 6190
Bridge No. 8347

This is to acknowledge receipt of your letter of April 23 regarding the effect on your operations of channel diversion of Link River.

It is our belief that the major portion of the channel diversion is of a temporary nature and will be corrected at such time as the contractor removes all cofferdams, construction embankments, et cetera, necessary for construction from the stream bed.

The problem is being studied and at such time as all temporary work is removed from the stream bed a thorough examination will be made of the condition. At such time as this examination is made, your Company will be contacted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Forrest Cooper
Ivan Merchant
Dean Swift
James Gix

IDM:mm:er

FORM E-30 80M 11-61 40220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1963

SUBJECT:

To: Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

In reference to the attached letter dated April 23 from the Modoc Lumber Company by their President, L. L. Shaw, I met as per your instructions with Mr. Shaw and discussed all four points mentioned in his letter.

There is no question that the current at present is being diverted as he claims. They also had to close down their mill one day to clean the debris from their log pond area. Mr. Shaw claims in his letter that diversion of the current was due to our fill at the south end of the structure being extended out past the original river bank. However, I explained to him that I thought that the cofferdams for the bridge construction now in the river when removed would probably allow the stream to come back to its original channel, at least to some degree. Therefore, we could not determine to what extent until the bridge contractor had removed the cofferdam. However, I assured him that we would make a study of the effects of this current as soon as the cofferdams were removed and if after that the current is still deflected we would take such remedial measures as would be required; such as the piling wing dam as he suggested or a dike fill that would deflect the current back into its original channel. However, I also explained to him that before we would be able to proceed with such a project, even if it was deemed necessary, we would have to clear the construction of such a wing dam with the U. S. Army, Corps of Engineers, who have control of this stream, and also have the concurrence of the U. S. Reclamation Service as to its affects on maintaining their irrigation water level during the high water.

While you were gone I discussed this matter with John Jenkins so that he could be prepared to make such hydraulic studies as might be necessary to determine the effect hydraulically of any wing dam contemplated. From an examination on the site I do not believe that this wing dam construction would offer any problems in this area.

Mr. Gix has the hard copy of the original vicinity map which has the contours of the bed of Link River, but these do not extend downstream far enough to come in the area of the booms of the Modoc Lumber Company. However, they do indicate the low points in the channel and will be a guide to Mr. Gix in determining that the Lillebo Construction Company has cleaned out the river down to its original channel when they remove their cofferdam.

copy to AMS.

At the present time I think Shaw of the Modoc Lumber Company should be assured that we will keep his letter in mind and will make a complete hydraulic investigation and if this investigation determines some kind of a wing dam is necessary to cause the current to go back to its original channel, we will take such remedial measures as are necessary.

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm
Attached

cc: Mr. E. G. Ricketts

Annual Capacity
50,000,000 Board Feet

Phone: 503-TU 4-3177
TWX: 503-885-0015

MODOC LUMBER CO.

Manufacturers of
OLD GROWTH - SOFT TEXTURE
PONDEROSA PINE LUMBER
P. O. Box 152 - 112 No. Fifth St.
KLAMATH FALLS, OREGON

OFFICERS
Laurence L. Shaw, *President*
James O. Gilfillan, *Vice President, Sales, Timber*
John F. Moehl, *Vice President, Operations*

April 23, 1963

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. Forrest Cooper
Engineering

Gentlemen:

I am writing you in regard to the effect on our operations of the diversion of the Link River current caused by the dirt fill at the south end of the new bridge. We are located at the mouth of Link River and are storing logs on Lake Ewauna. Last winter we inventoried 14 million. The current has been diverted since you made the fill upstream and across the river from us. During periods as now when the water is high, it does the following:

1. Seriously impedes sorting and handling logs.
2. Getting rafts into our mill area from the south without losing control of them.
3. All the considerable loose debris from people upstream comes into our log pond and even into our mill strip.
4. Increased erosion of our land at the end of our railroad spur where logs are received.

We would appreciate it if you would correct this situation. We think perhaps some piling driven in the right place would put the current back in it's original position.

Perhaps you would like to check with us before your construction work is over, and while the workmen are still in the area. Either myself, or Mr. John Moehl, will be here most any time.

Very truly yours,
MODOC LUMBER CO.

Laurence Shaw
L. L. Shaw

LLS b

EHR - Please check into this as soon as possible and give me a written report. Fcm.
Porter

Ponderosa Pine · Sugar Pine · Idaho White Pine · Fir · Incense Cedar

RECEIVED
MAR 11 1963
FOR FILING

6170

March 11, 1963

Vern Hauglin Construction Co., Inc.
P. O. Box 248
Beaverton, Oregon

Gentlemen:

Re: Sign Installation
South Klamath Falls Interchange
Contract No. 6170

Special provisions for the South Klamath Falls Interchange allow the Contractor three choices of sign types for the type 1 signs with alternate bids being taken for each one of the sign types.

Contract No. 6170 was awarded on the basis of extruded aluminum for the type 1 signs under which the bid is in the amount of [illegible] per square foot. Your letter of March 7 requests permission to change the sign type to the laminated aluminum type. This revision will be approved provided the State is reimbursed for the difference in cost between the extruded aluminum and the laminated aluminum in the amount of at least 50 cents per square foot of sign area. Bid records indicate that there is a minimum of 50 cents per square foot difference in these and inasmuch as these were bid items it is felt that the State should have the credit for any difference in price.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/m

cc: Wm. Lillebo Const. Co.
Traffic Department
Mr. Dean Swift
Mr. James Gix

VERN HOAGLIN CONSTRUCTION CO., INC.
50 Lombard Street • P. O. Box 248 • Beaverton, Oregon
Bus. MI 4-1843 • Res. CY 2-5413

Mar. 7, 1963

Mr. Ivan Merchant
Oregon State Highway Dept.
Division of Bridges
Salem, Oregon

Dear Sir:

RE: Our Klamath Falls job with Tom Lillebo Const. Co.
OSH Contract No. 6190

On bid item No. 62 we quoted on extruded panels.

It now appears that a laminated sign would do a much better job. Also, we feel that the service, of the company supplying the laminated panels, would be most advantageous.

We would therefore like to request the change from extruded, as bid, to laminated at no additional cost to the State of Oregon.

Cordially,

Vern Hoaglin Const. Co., Inc.

Vern Hoaglin

Ivan - o.k. to change
only if we get 50¢/□'
rebate - Our average bid
for lamenated has been
VH/F $6 36/□' as against $6 90/□' on Item No. 62 -

J.A.H.
3/11/63

RECEIVED
MAR 8 1963
TRAFFIC ENGINEERING

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 8 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 13 1963
FOR FILING

TOM LILLEBO CONSTRUCTION CO.

PHONE CR 1-3170
542 Greenwood Ave., P. O. Box 365

*Heavy Construction *** Residential and Commercial Building*

Reedsport, Oregon

6190

February 11, 1963

Oregon State Highway Dept.
Salem, Oregon

Re: K. Falls Interchange
Contract #6190

Attention: Ivan Merchant

Dear Sir:

We acknowledge receipt of your letter dated Feb. 8, 1963, the contents of which I have carefully gone over. I find that cases 1 through 4 are as we agreed to them at our meeting. Materials are being transported presently to the jobsite for the dock, and construction started shortly to reach piers #2, 3 and 3a.

It was necessary for us to be somewhat cautious in this matter as is now apparent to you regarding other parties involved, as their intentions were not clear on the matter.

We appreciate the time and effort put forth by yourself and feel that the best results obtainable were obtained at this meeting. You may rest assured that we will cooperate and Mr. Sherman Everett will be made aware of the contents of your letter.

Yours very truly,

TOM LILLEBO CONSTRUCTION CO.

By Lee R. Clements
LEE R. CLEMENTS

NOTED
P. M. STEPHENSON

LRC/ph

Copy for P.M. Stephenson

RECEIVED
FEB 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 13 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 11 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 8, 1963

Tom Lillebo Construction Co.
P. O. Box 365
Reedsport, Oregon

Subject: Construction procedures
on the South Klamath
Falls interchange
Contract #6190

Pacific Power and Light Co.
Medford, Oregon
Att: Mr. J. C. Boyle

U. S. Bureau of Reclamation
Klamath Project
P. O. Box 312
Klamath Falls, Oregon
Att: Mr. C. D. Lawrence, Project Mgr.

NOTED
P. M. STEPHENSON

Gentlemen:

This letter is to confirm the agreements reached at the meeting in Klamath Falls in the Resident Engineer's office on Feb. 6, 1963 regarding construction procedures on the South Klamath Falls interchange.

Present at the meeting were the following representatives from the Pacific Power and Light Co.: Mr. John C. Boyle, S. I. Ritchey, H. F. Smith, Elwood Hedberg and Ron Spaul. Representing the U. S. Bureau of Reclamation was Mr. C. D. Lawrence, Project Manager. Representing the Tom Lillebo Construction Co. were Mr. Lee Clements and Mr. Sharm Everitt. Representing the Oregon State Highway Dept. were Mr. James Gix, Resident Bridge Engineer, W. Reid Meritt, Resident Grading Engineer, and the writer, Ivan D. Merchant, Bridge Engineer.

The meeting was called by the writer to resolve construction procedures in Link River. The Pacific Power and Light Co. are under contract to the U. S. Bureau of Reclamation to control the elevation of Link River within very narrow limits and were apprehensive of the proposed method of construction by the contractor in which filled ramps would be placed in the river channel to reach various pier sites during pier construction and which filled ramps would remain in place until the erection of structural steel and precast concrete beams. A hydraulic study of this type of construction led the state to believe that backwater heads would be developed, due to stream constriction, which could be detrimental to riparian owners upstream from the construction site. Hydraulic studies indicated that access to the river piers could be provided by a pile trestle and cofferdams for pier construction constructed in a predetermined schedule of operations which would result in no damage to upstream facilities.

In order that work might proceed on schedule, the contractor agreed to forego the use of any filled embankments in the main river channel and provide access by means of driven pile trestles to Piers 2 and 3. It is understood that there will be no additional cost to the state for this method of construction. The contractor also agreed to the following work schedule in the placement of cofferdams in the river channel:

Case I: Pier 1 construction. At the present time Pier 1 cofferdams are in place and work access to the site has been provided by a fill extending out from the north shore. No detrimental effects whatsoever have been experienced by the use of the cofferdams and the temporary filling adjacent to Pier 1.

Case II: Pier 2 cofferdams (two cofferdams in place) and Pier 4 right column cofferdam in place with access to Pier 4 obtained by embankment from the south bank.

Case III: Pier 3 cofferdams. Two cofferdams only in place.

Case IV: Pier 3A cofferdams (two cofferdams in place and Pier 4 pier cofferdam in place with access to the Pier 4 cofferdam furnished by fill from the south bank.

The intention of the above schedule, Case I to IV inclusive, is to permit the contractor the greatest amount of freedom in construction operations possible and still protect the upstream properties from excessive backwater due to the construction operations. Sequence of construction operations will not necessarily be in order for Cases II, III and IV; however, cofferdam placement and removal will be completed for each phase before the next phase of operations will be commenced. The work trestle between Piers 2 and 3 will remain in place until steel erection. It is the contractor's obligation to remove any fill or embankment placed beyond permanent embankment limits upon the completion for the use of the same.

It is recognized by the state that the permanent structure will cause some slight backwater head upstream from the crossing site. In order that a correlation may be obtained between the condition existing before the construction started on this project and the condition that will obtain upon the completion of the project upon water elevations upstream from the site, it was agreed that the state, at its expense will place a river level gauge downstream from the site in a location satisfactory to the U. S. R. S. At the close of the meeting a tentative site was chosen in company with Mr. Lawrence of the Reclamation Service and arrangements were made with Modoc Lumber Co. for the installation of the river gauge to remain in place for approximately 1½ years. At the end of this time the river level gauge may be moved to one of the permanent columns of the structure if desired and found necessary. It was further agreed that the state engineering personnel would run the necessary levels for the establishment of the new river level gauge under the direction of the U. S. R. S. personnel. TheReclamation Service will be reimbursed for their personnel costs by the Highway Department. The river level gauge will be established at the earliest possible time and as soon as this gauge is established to the satisfaction of the U. S. R. S., the contractor will be permitted to continue construction operations in the river as outlined above.

Tom Lillebo Construction Co.
Pacific Power and Light Co.
U. S. Bureau of Reclamation

Please advise immediately if you do not agree with the preceding statements.

Very truly yours,

Ivan D. Merchant

IDM:al

CC: F. N. Stephenson
Dean Swift, Division Engineer, Bend, Oregon
James Gix, Resident Engineer, Klamath Falls, Oregon

RECEIVED
FEB 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 - 1963

FOR FILING

F- [illegible] (C[illegible])

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1963

SUBJECT: Link River, Backwater
Due to Construction

To:

Mr. I. D. Merchant
Bridge Engineer
BUILDING

The following is a tabulation of backwaters resulting from various stages of construction on the new highway bridge for what might be termed "moderate discharge," 1750 cfs, and for 3500 cfs, which discharge could be expected to be exceeded only 14 per cent of the time. This is an expansion of my letter of January 31.

DISCHARGE, cf	CASE	MEAN VELOCITY, fps	BACKWATER
1750	No Construction	1.29	0
1750	I	1.29	0.001
1750	II	2.0	0.04
1750	III	1.63	0.04
1750	IV	1.54	0.04
3500	No Construction	2.22	0
3500	I	2.22	0.002
3500	II	3.39	0.10
3500	III	2.78	0.11
3500	IV	2.65	0.11

John C. Jenkins
Assistant Research Engineer

NOTED
P. M. STEPHENSON

cc: P. M. Stephenson

JCJ:bbc

RECEIVED
FEB 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 - 1963
FORM E-30 50M 8-62 43908

FOR FILING

[illegible]

6190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1963

SUBJECT: Link River, Backwater
Due to Construction

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

I have computed backwater for four arrangements of columns, cofferdams and work trestle, as shown on the accompanying sheets, for a discharge of 7000 cfs, the practical peak discharge as discussed in my report of June 23, 1961. The results are tabulated below:

Case	Mean Velocity, fps	Backwater, ft.
No Construction	3.89	0
I	3.89	0.005
II	5.84	0.30
III	4.83	0.29
IV	4.61	0.32

For the purpose of these computations, I have considered that the projection of the cofferdams on a plane normal to the flow constitutes an absolute obstruction to flow. This accounts for the higher mean velocities. Actually, this obstruction is not absolute so the backwater computations resulting from this assumption are on the conservative side.

The backwater amounts shown here apply to the area immediately upstream from the present construction. A backwater curve computation from this point upstream to the outlet of the lower powerhouse would indicate that backwater at this point would be no larger than 0.25 foot.

I do not feel that this amount of backwater will be detrimental either to the proper operation of the Pacific Power and Light facilities or to the rights of riparian owners.

John C. Jenkins
John C. Jenkins
Assistant Research Engineer

JCJ:bbc

cc: I. D. Merchant

NOTED
P. M. STEPHENSON

RECEIVED
FEB 8 - 1963
FOR FILING

FORM E-80 50M 8-62 43909

F [illegible] (12)

6190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1963

SUBJECT:

To: Mr. Forrest Cooper
State Highway Engineer
Office

Reference is made to the recent letter received from J. C. Boyle, Vice President of the Pacific Power and Light Company, in regard to the South Klamath Falls interchange structure to be built across the upper end of Lake Ewauna in Klamath Falls.

The United States Bureau of Reclamation approved the location and type of structure by a letter dated November 29, 1961.

In constructing this bridge, the Contractor, Tom Lillebo, had proposed to place a pile trestle from the shore to the pier locations. Later, he changed his mind and planned to use a dike of earth and rock from shore to the pier locations.

The Pacific Power and Light Company objected to the use of a dike or trestle during construction.

In our contract with Mr. Lillebo, we stated that it would be necessary for him to obtain all necessary permits and that work shall not be commenced until all arrangements necessary for the protection of the State, as well as the interest that a third party may have therein, have been made.

At this time, no agreements have been completed between the contractor and the Pacific Power and Light Company.

Re agreed

Our Hydraulic Engineer has computed the effect of a trestle from shore to the piers and cofferdams at the footings and states that during the construction the backwater head immediately above the new work would not be more than 0.30-foot above normal.

Our opinion is that the trestle and cofferdams will not offer serious hazards to the riparian rights of property owners upstream from the new bridge, nor will it affect adversely the power generating capacity of the adjacent powerhouse.

The Bridge Engineer, Mr. Merchant, has been instructed to arrange a meeting with the contractor's representative, Mr. Boyle; a representative of the Bureau of Reclamation; and the State's representative to reconcile the situation and arrange a construction procedure that will be satisfactory to all concerned.

P. M. Stephenson

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

PACIFIC POWER & LIGHT COMPANY

MEDFORD, OREGON

January 18, 1963

State Highway Commission
Attn: Mr. Forrest Cooper
Salem, Oregon

and

Lillebo Construction Co.
Attn: Mr. Tom Lillebo
P. O. Box 365
Reedsport, Oregon

Gentlemen:

Pacific Power & Light Company has been requested to give permission to build or install temporary fills or trestles in the Klamath River and thereafter to build permanent bridge piers therein, all in connection with the new by-pass bridge near the Link River Dam Bridge.

This is to advise all concerned that Pacific Power & Light Company is without authority and is unable to give the permission requested.

Under date of June 23, 1930 a contract was made between the United States and the corporate predecessor of Pacific Power & Light Company wherein and whereby the company agreed to build a regulating dam at Keno and to maintain and operate the same on behalf of the United States for the purpose of maintaining specified river levels, and reserving to the United States the right to possess and operate the same upon failure of the company to fulfill the contract terms. The company did construct the dam and has maintained and operated it since 1931.

In connection with the company's operations under the contract, water gauges were installed, the readings of which are necessary to the fulfillment of the company's obligation under the contract. It appears the proposed installation and construction will interfere with such gauge readings and to that extent interfere with the performance of the contract of June 23, 1930.

To enable the company to perform its contract obligations, it entered into a series of agreements with riparian owners granting to the company flowage rights and easements necessary to permit variations in river levels required by the contract.

Lloyd - Is this closed?

NOTED
LLOYD P. SHAW

It appears that the installation and construction may affect the river levels heretofore maintained in the operations of the company and thereby, and otherwise, result in damage to riparian owners.

From the foregoing it is clear that the company cannot give the permission requested and that proper permission by the United States and its consent to the company's giving such permission will be required. It is also clear that the company cannot give a permission which will adversely affect the rights of riparian owners.

The company must object to any installation or construction unless and until the rights of riparian owners shall have been adequately protected and the United States shall have duly and properly relieved the company to its satisfaction of any responsibility for failure to perform its contract obligations by reason thereof.

Very truly yours,

JCBoyle

J. C. Boyle,
Vice President

JCB:EA

cc: U. S. Bureau of Reclamation
Attn: Mr. C. D. Lawrence, Project Manager
Klamath Project
P. O. Box 312
Klamath Falls, Oregon

RECEIVED
JAN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 31 1963
FOR FILING
F-205 (12)
6190

Salem, Oregon
January 30, 1963

Mr. Forrest Cooper
State Highway Engineer
Office

Reference is made to the recent letter received from J. C. Boyle, Vice President of the Pacific Power and Light Company, in regard to the South Klamath Falls interchange structure to be built across the upper end of Lake Ewauna in Klamath Falls.

The United States Bureau of Reclamation approved the location and type of structure by a letter dated November 29, 1961.

In constructing this bridge, the Contractor, Tom Lillebo, had proposed to place a pile trestle from the shore to the pier locations. Later, he changed his mind and planned to use a dike of earth and rock from shore to the pier locations.

The Pacific Power and Light Company objected to the use of a dike or trestle during construction.

In our contract with Mr. Lillebo, we stated that it would be necessary for him to obtain all necessary permits and that work shall not be commenced until all arrangements necessary for the protection of the State, as well as the interest that a third party may have therein, have been made.

At this time, no agreements have been completed between the contractor and the Pacific Power and Light Company.

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The Bridge Engineer, Mr. Merchant, has been instructed to arrange a meeting with the contractor's representative; Mr. Boyle, a representative of the Bureau of Reclamation; and the State's representative to reconcile the situation and arrange a construction procedure that will be satisfactory to all concerned.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc R. L. Porter
Ivan Merchant

PACIFIC POWER & LIGHT COMPANY

MEDFORD, OREGON

January 18, 1963

Stephenson

This is yours, Cooper wants
the [illegible] to give to Jackson
R.L.P

/ State Highway Commission
Attn: Mr. Forrest Cooper
Salem, Oregon

and

Lillebo Construction Co.
Attn: Mr. Tom Lillebo
P. O. Box 365
Reedsport, Oregon

Gentlemen:

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Porter

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NOTED
R.L PORTER

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The company must object to any installation or construction unless and until the rights of riparian owners shall have been adequately protected and the United States shall have duly and properly relieved the company to its satisfaction of any responsibility for failure to perform its contract obligations by reason thereof.

Very truly yours,

J C Boyle
J. C. Boyle,
Vice President

JCB:EA

cc: U. S. Bureau of Reclamation
Attn: Mr. C. D. Lawrence, Project Manager
Klamath Project
P. O. Box 312
Klamath Falls, Oregon

RECEIVED
JAN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 21 196...

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8347

FORM E-30 50M 3-61 34397

Sht. 1 of 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 16, 1962
Klamath Falls, Oregon

SUBJECT: South Klamath Falls Interchange
Contract Special Provisions

To:
T.C. Roake
Assistant Bridge Engineer
Salem, Oregon

At the suggestion of the Bridge Engineer, I have gone through the available preliminary plans for the South Klamath Falls Interchange, with an effort to forsee certain problems that might come up during construction, and possibly to suggest items to be included in the Special provisions for the job to cover them. Principally, I am concerned with the items due to peculiarities of the site, that might not be evident on your site or vicinity maps.

Generally, the largest single matter will the handling of Construction traffic, that is the normal traffic on the West Side By-Pass, and Conger Ave. past the construction area. As yet the Grading plans show no detours, or temporary traffic pattern, which will be necessary due to the footing excavations on Bents 1 thru 11. Since there are presently three lanes of traffic on the By-Pass; two northbound, and one southbound, it would appear that two way traffic could be maintained by specifying shoring, and cribbing on thse footings, and the erection of a suitable construction barricade at the edge of the relocated Southbound lane. The tightest area would be at Bent 1, however the excavations are relatively shallow at this point, and further down on line where the deeper excavations are, there is proportionally more room for two lanes of traffic. In any event, there will be very little work area for the contractor on this side of the Structure. Since a similar situation would occur on the other side of the Structure, if two way traffic were to be maintained on Conger St. it would be advisable, if at all possible to arrange for the closure of Conger St. at least during, the relocation of the utilities((Gas & Sewer) and the construction of the Sub-structure, with closures permitted to set Prestressed beams etc. The local traffic in this area, can get into town via California Ave, although some inconvenience would result, particularly during the winter snow & ice conditions. The construction of the Retaining wall will close off one lane for sure. If this area was available as a work area, a considerably simpler, and cheaper sequence would result, since all the excavated materials would have to be handled only once. Also the construction of Bents 10 & 11 will close off the present Conger alignment, the construction of the "C-s" line will require the removal or relocation of the traffic signal installed at the intersection of the By-Pass and Main St. since a steel strain pole and wood pole with street lighting are in the "C-s" roadway. Clearly a workable sequence for the construction in this area will have to be worked out. The relocated gas and sewr lines both will follow this "C-s" alignment, and these utilities will have to be adjusted before the Construction of Bents 4 thru 8.

Other items that should be mentioned in the Special provisions might be:

NOTED
T. C. ROAKE

Sht 2 of 2

FORM E-50 50M 9-61 34887

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
August 16, 1962

SUBJECT: South Klamath Falls, Interchange

To:

1.) A high Voltage power line crosses over the proposed structure just South of Bent 7. This line has, or will be adjusted to the permanent clearance, however it will pose a hazard at this level to the construction operations
2.) A construction speed zone should be authorized for both the West side By-Pass and Riverside Ave.
3.) Due to the preponderance of maximum super, and varying width roadway, the mechanical finishing specifacation would do very little good here, however a slightly reinforced specification calling for results the same as the mechanical finish spec. would be in order.
4.) The approach fills should be constructed before the construction of Bents 12,13,12A,& 13A.
5.) If the fill is placed after the construction of Pier 5, the integrity of the completed structure to be the responsibility of the contractor. These two column Bents, can be misaligned and out of plumb very easily if the fill is placed carelessly.
6.) Pier 4 should be completed before the rip rap is placed in this area, it would be next to imposible to correct it below water line.
7.) There is a good possibility that seal concrete might be neccesary on one or more of the River Piers, since the boulders will make it difficult to place a tight cofferdam. Possibly it would not hurt to set up a bid price just in case.
8.) The placing of the Steel in Span 11 over Main St. will require a complete closure of Hwy. 97 for short periods of time. This should not be done at periods of peak traffic.
9.) Due to the tight clearance in Span 11 it would be better to sandblast and prime steel before erection.
10.) Specification to have the fabricator provide complete camber information on both the Steel and the Prestressed beams before shipment.
11.) Contractor to construct grout pads in such a manner as to assure 100% bearing to the elastomeric and the prestress girders.
12.) Clarification of the conditions under which concreting will be permitted in sub-freezing weather, if any.
13.) Since the Contractor might want to build a work trestle across Link River for access to the River Piers, the regulations covering his responsibility to river traffic, should be spelled out. The river is navigable, however we have not noted any activity in the area.

We have been checking over the Bridge plans, and will attempt to begin laying out Bents and curb alignment next week. A report will be made as soon as any apparent discrepancies occur, in the field fit.

James J. Gix
James J. Gix
Resident Bridge Engineer

cc : Ivan D. Merchant
Dean Swift

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG [illegible] 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

5 Apl-4
1-11-32

SMITH AND CARD
ATTORNEYS AT LAW
538 MAIN STREET
KLAMATH FALLS, OREGON

TELEPHONE:
TUXEDO 2-2555

January 2, 1962

State Highway Department
Salem
Oregon

Attention: Mr. Litchfield

Re: Relocation of Link River bridge

Gentlemen:

In further study of the above-captioned matter it has been determined that the loss of actual electrical output which would be suffered by Pacific Power & Light Company by reason of the relocation of the Link River bridge would be rather nominal and for this reason we make no claim at this time for any loss of income.

However, we do want to advise you again that the estimated actual expense for relocating distribution facilities of Pacific Power & Light Company on Riverside Drive would amount to approximately $750.00.

Yours truly,

SMITH AND CARD

By H. F. Smith

HFS:db
cc: Mr. S. I. Ritchey

COPIES TO: GS PAXSON
RL PORTER
A D OLSON
L I LINDAS
ROY EDGERTON
1-4-62 I

Litchfield

notify Paxson - circulate copies

CONSTRUCTION DIVISION
RECEIVED
JAN 4 1962
NOTED BY ☐ ☐ ☐ ☑ ☐
CE ACE ACE CDE

Salem, Oregon
December 29, 1961

South Klamath Falls Interch.
~~The Dalles-California Highway~~
Klamath County

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Enclosed are two copies of an aerial picture covering the vicinity of subject interchange. On one is marked the approximate locations of river cross-sections and water profile points which have been requested in connection with a study of the possible affect of our future construction in the river on the backwater curve up to the COPCO (PPL) generator plant.

Please have these cross-sections or soundings taken and the water surface profile run at the same time. Stadia accuracy would be sufficient both in establishing the positions of the level points and cross-section locations (distances along the river) and for tieing in the soundings across the river.

The outside staff gage indicated on the aerial should also be read at that time.

The approximate scale of the aerials is 1"=100'. Please indicate on one, the approximate positions where the actual water level shots and the cross-sections are taken and return along with the notes for the work. Tie the level line and cross-sections into some known point (and also to the existing bridge) so that we can get this data on the hard copy if desired. Only distances along the river are needed - not a full tie to establish co-ordinates, etc.

F. D. Morgan
Construction Engineer

by

ADOlson

A. D. Olson
Ass't Chief Locating Engineer

ADO:db

Encl.

K B B

FORM E-30 50M 3-61 34297

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1961

SUBJECT: South Interchange
Klamath Falls

To:

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Reference is made to your letter of December 28 concerning alleged interference with the Pacific Power and Light pole lines in the Klamath Falls area. We answered this letter working from a copy of Mr. Paxson's letter on December 27. It is assumed that the question of the damage to the power facility due to a change in water elevation will be handled by Mr. Edgerton's office.

If you wish anything further to be done in this matter, please advise.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

RECEIVED
2 62
OFFICE OF
STATE HIGHWAY ENGINEER

R. L. PORTER
ICTED

Salem, Oregon
December 28, 1961

South Interchange
Klamath Falls

Mr. F. D. Morgan
Construction Engineer
Office

Reference is made to a recent letter from R. B. Maxwell, Attorney at Law, relative to alleged interference with the Pacific Power & Light Company's power potential in the Klamath Falls area.

Will you please investigate the matter as presented and advise me of your finding.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper

FORM E-30 50M 3-61 94397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1961

SUBJECT: Power Line Crossings
South Klamath Falls Interchange Sec.
The Dalles-California Highway
Klamath County

To:

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Please refer to the attached letters of December 18 and December 20, 1961.

The conflict alleged in Paragraph 4 of Mr. Smith's letter, and mentioned in Paragraphs 2 and 3 of Mr. Paxson's letter does exist. The conflict consists of three poles on the east side of Riverside Street where the "C" and "B" Lines connect to Riverside.

This distribution line is located within the city limits of Klamath Falls and is on public road right of way. Any reimbursement for this adjustment will be determined following the outcome of existing law suit with utility companies for adjustment of utilities on the West Side Bypass. Argument for this case is set for January 3, 1962. The cost estimated at $750 seems reasonable.

F. D. Morgan
Construction Engineer

By
W B Klaboe
F. B. Klaboe
Assistant Construction Engineer

TWL:fp

Enc.

RECEIVED
DEC 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. PORTER

RECEIVED
DEC 26 1961
FOR FILING
E-#5 (12)

Salem, Oregon
December 20, 1961

South Interchange
Klamath Falls

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached is a copy of a letter dated December 18, over the signature of E. F. Smith, attorney representing Pacific Power & Light Company, alleging interference with the Company's power facilities upstream from Main Street on Link River. I am having Mr. Edgerton's office check into the actual change in water elevation due to our construction.

You will note, however, that the Power Company alleges interference with some facilities near the west approach of the bridge. I was not aware that they had any such facilities and would appreciate advice as to what these are and whether we interfere with them.

The question will also come up as to whether these facilities are on property owned or under easement by the Power Company or whether they are on a city street by easement or otherwise. I would appreciate your advice.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. F. D. Morgan
Mr. Roy Edgerton
Mr. Dean Swift

Attach.

R. B. MAXWELL
ATTORNEY AT LAW
538 MAIN STREET
KLAMATH FALLS, OREGON

R. B. MAXWELL
H. F. SMITH
DAVID E. CARD

TELEPHONE:
TUXEDO 2-2555

December 18, 1961

State Highway Department
Salem
Oregon

Re: Relocation of Link River bridge

Gentlemen:

I have been instructed by Pacific Power & Light Company to contact you in regard to the proposed construction of the new Link River bridge and to advise you of the affect of this proposed construction on Pacific Power & Light Company's use of the water of Link River.

The change in the river flow and depth will affect the head available for use in connection withthe output of electrical engergy at the company's west side plant at Klamath Falls. In times of high water the company will lose 1/10 of a foot of usable water flow, according to your figures. This will mean a loss of 800 kilowatts or 14,400 kilowatt hours per year. Maximum usage will not be obtained except for approximately 50% of the time which will mean an average annual loss of 7,200 kilowatt hours. The average sale price is .005¢ per kilowatt hour which will mean an average loss of income of approximately $360.00. To arrive at the present money value of $360.00 per year it probably is most fair to capitalize this amount at 6% per annum, or the sum of $2,160.00.

I am assured by the officials of Pacific Power & Light Company that this loss can be readily demonstrated by its engineers and if you desire we can get a more comprehensive analysis of this anticipated loss.

In addition the construction as presently contemplated would require the removal of some facilities of the company at or near the west approach of the bridge. The cost of relocating these facilities is presently estimated at $750.00.

We are advising you of these facts to show that the proposed construction will adversly affect our client monetarily and in order that you might make proper allowances for protecting it from loss or damage by reason of the proposed bridge construction.

Yours truly,

H. F. Smith

HFS:db
cc: Pacific Power & Light Company
Attention: Mr. S. I. Ritchey

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1961
OREGON
STATE HIGHWAY COMMISSION

R. B. MAXWELL
ATTORNEY AT LAW
538 MAIN STREET
KLAMATH FALLS, OREGON

R. B. MAXWELL
H. F. SMITH
DAVID E. CARD

TELEPHONE:
TUXEDO 2-2555

December 19, 1961

REFERRED TO
State Hwy Engr

State Highway Department
Salem
Oregon

Re: Relocation of Link River bridge

Gentlemen:

In my letter of December 18, 1961, in regard to this matter I incorrectly calculated the present value of $360.00 per year. On re-examining this I find that the present value at 6% is $6,000.00 rather than $2,160.00.

This letter will serve to correct and amend my previous letter in this regard only.

Yours truly,

H. F. Smith

HFS:db
cc: Pacific Power & Light Company
Attention: Mr. S. I. Ritchey

REFERRED TO
Paxson

RECEIVED
DEC 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
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4-4-29-B

5

ADDRESS ALL
COMMUNICATIONS TO
THE REGIONAL DIRECTOR

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 2
P. O. BOX 2511
SACRAMENTO, CALIFORNIA
(TOWN AND COUNTRY AREA)

IN REPLY
REFER TO 2-430

NOV 29 1961

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. Tom Edwards, Construction Engineer

Gentlemen:

We have reviewed your Preliminary Plan and Profile Sheets - S. Klamath Falls Interchange Sec. - The Dalles - California Highway - Klamath County, submitted with your letter of November 16, 1961.

We find that the proposed construction will not affect any of our facilities, consequently, we have no objections.

Very truly yours,

E F Sullivan

E. F. Sullivan
Acting Regional Director

REFERRED TO
Litchfield
[illegible] Engr.

CONSTRUCTION DIVISION
RECEIVED
[illegible] 1961
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Barbour

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CB

4-4-29-6

November 16, 1961

Department of Interior
Bureau of Reclamation
P. O. Box 2511
Sacramento 11, California

Preliminary Plan and Profile Sheets
S. Klamath Falls Interchange Sec.
The Dalles-California Highway
Klamath County

Attention: Mr. H. P. Dugan
Regional Director

Gentlemen:

We are sending to you herewith a preliminary print of the plan and profile sheets for the above-named project. Our present tentative schedule calls for the opening of bids on this project in February, 1962 or later.

The new construction crosses the Link River in the city of Klamath Falls. Please make a study of these plans and inform us of any changes desired by return mail. If they are acceptable to you, please give us a tentative approval as of this date.

We will submit to you the final construction plan and profile sheets for your formal approval at a later date.

Very truly yours,

Tom Edwards
Construction Engineer

by

D. J. Barbee
Ass't Construction Engineer

CHB:fp
Enc.
cc Department of Interior
Bureau of Reclamation
Klamath Falls, Oregon

Pacific Power & Light Co., Portland
Pacific Power & Light Co., Medford

4-4-29-B

November 16, 1961

Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Attention: Mr. V. W. Hammond

Preliminary Plan and Profile Sheets
S. Klamath Falls Interchange Sec.
The Dalles-California Highway
Klamath County

Gentlemen:

We are sending to you herewith a preliminary print of the plan and profile sheets for the above-named project. Our present tentative schedule calls for the opening of bids on this project in February, 1962 or later.

The new construction crosses the Link River in the city of Klamath Falls. Please make a study of these plans and inform us of any changes desired by return mail. If they are acceptable to you, please give us a tentative approval as of this date.

We will submit to you the final construction plan and profile sheets for your formal approval at a later date.

Very truly yours,

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FS:fp
Enc.
cc Department of Interior
Bureau of Reclamation
Sacramento 11, California

Department of Interior
Bureau of Reclamation
Klamath Falls, Oregon

Pacific Power and Light Co., Portland

PACIFIC POWER & LIGHT COMPANY

MEDFORD, OREGON

November 10, 1961

Oregon State Highway Department
Salem
Oregon

Attention: Mr. C. H. Baker
Assistant Field Construction Engineer

Subject: S. Klamath Falls Interchange
The Dalles-California Highway
Klamath County

Gentlemen:

We have received a preliminary right of way map of the Klamath Falls-Westside Bypass, transmitted with your letter of October 24, 1961, which covers the area within which the North and South Interchanges are to be constructed. We later received your preliminary plan and profile of the North Klamath Falls Interchange Section with your letter of October 31, 1961.

As we have been informed that your proposed construction at the South Klamath Falls Interchange Section will possibly constrict the flow of Link River, we would appreciate your forwarding your plan and profile of this section so that we may study the possible effects, both to the river and to our overhead distribution facilities.

Very truly yours,

PACIFIC POWER & LIGHT COMPANY
COPCO DIVISION

V. W. HAMMOND
Distribution Superintendent

JKN:rw

CONSTRUCTION DIVISION
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NOV 13 1961
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REFERRED TO
Litchfield
By Ass't. Constr. [illegible]

4-4-32

October 24, 1961

Pacific Power and Light Company
216 W. Main Street
Medford, Oregon

Preliminary Right of Way Map
Klamath Falls-Westside Bypass
The Dalles-California Highway
Klamath County

Attention Mr. V. W. Hammond

Gentlemen:

We are sending to you under separate cover a print of the preliminary right of way map of the Klamath Falls-Westside Bypass Section of The Dalles-California Highway in Klamath County (our File No. 7B31-8).

This map covers the areas within which the North Klamath Falls Interchange Section and the South Klamath Falls Interchange Section are to be constructed.

Our present tentative schedule calls for the opening of bids on the North Klamath Falls Interchange Section on December 6, 1961 and on the South Klamath Falls Interchange Section in February, 1962 or later.

Very truly yours,

Tom Edwards
Construction Engineer

By

C. H. Baker
Asst. Field Construction Engineer

FS:jw

cc Dean Swift

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Attention Mr. Kennie Namba

E K B y

8347

FORM E-30 [illegible] 3-61 94307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1961

SUBJECT: USED Jurisdiction
South Klamath Falls Interchange
Bridge No. 8347

To:

MEMORANDUM TO FILES:

The question of USED jurisdiction over the waters of Link River and Lake Ewauna from the standpoint of navigation has been brought up. I have checked with the South Pacific Division in San Francisco, USED, and the Klamath River and its tributaries are considered navigable only 37 miles upstream from the mouth. They do not claim any jurisdiction over Lake Ewauna and Link River at the site of this structure.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

4-4-32

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1961

SUBJECT: Link River at Klamath Falls
The Dalles-California Highway

To: Mr. Tom Edwards
Construction Engineer
Building

Attention Mr. G. K. Attig

Upper Klamath Lake, Link River, Lake Ewauna, and Klamath River to a point near Keno are regulated by the California-Oregon Power Company under license from the Federal Power Commission and by agreement with the Bureau of Reclamation, War Department, and over 100 property owners along the channel. The general terms of the agreement insofar as they interest the Highway Department are that the maximum discharge in Link River and the Klamath River above Keno is not to exceed 10,000 c.f.s.; the minimum water surface elevation between the reregulating dam at Keno and the Main Street bridge will be 4085.0 and the maximum water surface elevation through this reach will be 4087.0. These elevations are based on the Bureau of Reclamation datum which is 1.79 feet lower than the datum of mean sea level, 1929 adjustment. Based on the latter datum, the maximum elevation would be 4085.2 and the minimum would be 4083.2. For the normal discharge of 1,500 c.f.s. the fall in the 19 miles of river channel from Main Street to Keno is only 0.09 foot.

In actual practice, COPCO personnel do not feel that the channel capacity is inadequate to handle the maximum 10,000 c.f.s within the prescribed elevation limits. They have, therefore, adopted a practical peak discharge of 7,000 c.f.s. Even this discharge they do not handle within the indicated maximum elevation at the Main Street bridge. Because there is a few tenths of a foot of river slope between the Main Street bridge and Lake Ewauna, they feel that they can exceed the limit of 4087.0 by a few tenths of a foot without getting into trouble.

Following is a tabulation of the six highest discharges and the water surface for each at the Main Street bridge:

REFERRED TO
Attig
Asst. Engr.

Info used in design
GKA 6/28/61

CONSTRUCTION DIVISION
RECEIVED
JUN 23 1961
NOTED- ACE COE
CB

Date	Discharge, c.fs.	Elevation *
April 30, 1938	6,440	4086.91
March 31-April 19, 1940	6,260	4086.46
April 18, 1952	6,870	4087.08
April 17, 1956	6,200	4087.33
March 9, 1957	6,660	4087.05
March 5, 1958	6,690	4087.65

*Elevation is based on the Bureau of Reclamation datum.

The proposed structures and fill into the channel just south of the Main Street bridge will have no effect on the water surface downstream from this point. What backwater they do create will be reflected in the gage readings at the Main Street bridge.

Assuming channel slope and friction to be constant throughout the reach within which the structures are to be built, the variables are then waterway area and hydraulic radius to the 2/3 power. The table below lists the product $AR^{2/3}$ for several cross-sections beginning at the Main Street bridge and moving downstream. The velocity for a discharge of 7,000 c.f.s. is also shown. The data indicates that while the original channel is being constricted, the capacity of the remaining channel continues to increase in the downstream direction.

Station	$AR^{2/3}$ at Elev. 4087.0*		Velocity	
	Present Channel	Reduced Channel	Present Channel	Reduced Channel
"K" 128+28 (Main St. Br.)	6,020	6,020	4.71	4.71
"K" 129+00	6,540	6,540	4.01	4.01
"K" 131+00	9,450	7,640	2.79	3.67
"K" 133+00	14,030	10,450	2.00	2.90

* 4087.0 Bureau of Reclamation datum = 4085.2 MSL, 1929 Adj.

The backwater at the Main Street bridge resulting from the proposed embankment will amount to about 0.05 ft. The main structure will probably be supported by three-column bents with columns 5 feet in diameter. Only two such bents will be located in the center of the channel. The backwater to be expected from the structure would be an additional 0.03 ft. In all, the backwater could be expected to be less than 0.1 ft.

This backwater will have no effect on the operation of the COPCO power stations upstream, will not damage the other property owners upstream, and will have no effect on the ability of COPCO to regulate the Ewauna Lake water level.

Since Link River is classed as navigable upstream as far as the Main Street bridge, it may be necessary to secure a permit from the War Department.

John C. Jenkins

John C. Jenkins
Asst. Research Engineer

cc Mr. G. S. Paxson
Mr. I. D. Merchant

4-4-32

7-60 29386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1961

SUBJECT: Study of Fill Extension Into Link River
Link River-Green Springs Junction Section
The Dalles-California Highway

To: ~~G. L. Decker~~
~~Staff Assistant~~
~~SHOPS~~

Jenkins may have several days work gathering basic data before he will have any recommendations with respect to the hydraulics of the Link River flow and how it may be affected by the subject fill extension, and I have therefore gone ahead to complete at least a preliminary study from the earthwork standpoint.

The geologic investigations made about four years ago in considerable detail indicate that the river bottom is probably solid rock and therefore an excellent foundation for a fill.

Pending Jenkins' report, I have determined the possible limit of fill extension by assuming that the fill may be extended to where the remaining unfilled channel will have the same width as exists under the present crossing at a point 200 feet upstream from the proposed new crossing. This permits a fill extension (and equal shortening of the proposed structure) of 290 feet. 19,000 cubic yards of granular fill and riprap will be required for the portion under water and 32,000 cubic yards of random fill above the water level is needed. Maximum depth of fill below water is about ten feet. The station location now planned for the end of the structure without the fill extension was furnished by Attig's office.

The fill extension is estimated to cost about $200 per foot (ave.) including pavement structure, and the overcrossing structure is estimated to cost about $650 per foot. The difference is $450 per foot and for 290 feet the total amount of possible saving is $130,000.

FWY

Frederick W. Yarbrough
Soils Engineer

FWY/sh

cc: Tom Edwards
G. K. Attig

CONSTRUCTION DIVISION
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JUN 13 1961
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RECEIVED
JAN 28 1963
FOR FILING

F-205 (12)

6190

January 28, 1963

Stults and Jayne
Attorneys
P. O. Box 166
Reedsport, Oregon

ATTENTION: William Jayne

Dear Sir:

Your letter of January 26th was received this morning.

On December 21, 1962, we enclosed two copies of contract #6190 for correction of signature together with our letter requesting Power of Attorney or copy of by-laws of company (certified) for others to sign than the President and Secretary of Company, the Tom Lillebo Const. Company.

In looking into the Lillebo file for verification of Mr. Clements' signature as it appeared on contract #6190, apparently only part of the file was in the envelope, therefore the letter with the copies of contract being sent out for correction etc. Looking into the envelope this morning, there were the papers clarifying this situation. These are the papers you refer to in your letter.

I am very sorry this happened, but when more than one person use the files, this sort of thing can happen. Again my apology for causing this upset.

Very truly yours,

Office of Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Lillebo Const. Co.,
P. O. Box 365
Reedsport
Oregon

ROBERT M. STULTS
WILLIAM JAYNE

LAW OFFICES
STULTS AND JAYNE
416 S. E. MAIN STREET
P. O. BOX 218
ROSEBURG, OREGON
OR 3-5528

REEDSPORT, OREGON
P. O. BOX 166

Reedsport, Oregon
January 26, 1963

Oregon State Highway Commission
Salem, Oregon

re: Tom Lillebo Const. Company an
Oregon Corporation

Gentlemen:

I have been advised that recently you returned a contract to the Tom Lillebo Construction Company for the reason that it was not signed by Tom Lillebo.

Quite some time ago I had corresponded with you in regards to the execution of contracts and it was my understanding at the time that contracts could be signed by any of the officers of Tom Lillebo Construction Company, and those officers being as follows: Tom Lillebo, President, Lee R. Clements, Jr., Vice President, William S. Vian, Vice President and Roy Cairns, Secretary.

I also on March 14, 1957 forwarded to you executed Power of Attorney wherein Tom Lillebo had made and constituted Thomas F. Lillebo and/or Lee R. Clements, Jr., as attorneys with full rights and authority to sign any contracts, deeds, checks etc.

I would appreciate it if you would examine the records of this matter and inform me what is necessary, if anything, so that any one of the above named officers can sign contracts with the Oregon State Highway Commission.

Thanking you kindly for your cooperation.

Very truly yours,

STULTS and JAYNE

By William Jayne

WJ/gnp

RECEIVED
JAN 25 1963
FOR FILING

F-3-2(12)

[illegible]

Salem, Oregon
January 22, 1963

Mr. Forrest Cooper
State Highway Engineer
Office

Link River Bridge
South Klamath Falls
Interchange
The Dalles-California
Highway
Contract No. 6190
Pre. 18-1098

I have checked with Mr. Ricketts and Mr. Merchant concerning the reason for Pacific Power and Light's objection to contractor Lillebo's operation on the subject project.

As part of Mr. Lillebo's project, work on the bridge piers has to be performed within the stream area of Link River. The method chosen by Lillebo was to construct a rock causeway into the river, rather than use pile trestle.

An embankment of this sort would have altered the flow characteristics of Link River, a very closely controlled stream; thus changing power generating and other established factors.

After objection by Pacific Power and Light engineers, Lillebo was ordered not to place embankment in the river unless Pacific Power and Light concurrence was obtained.

As matters now stand, it seems likely that Lillebo will be forced to use trestle to gain access to the underwater pier locations.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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RECEIVED
JAN 22 1963
FOR FILING

F [illegible](12)

6190

January 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Enclosed is a copy of a letter that this Department received from Mr. Carl Breathen of Klamath Falls and a copy of our reply thereto. Under the circumstances, it does not appear proper to attempt to answer his letter to your organization.

If there is anything further you wish us to do with the matter, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.
bc Mr. Forrest Cooper
Mr. P. M. Stephenson

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 17, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(12)
S. Klamath Falls Interchange Section
The Dalles-California Highway

Attached herewith is the January 15, 1963, letter from Mr. Carl Braathen which calls attention to a discrepancy in the construction identification signs for the subject project. It would be appreciated if you would investigate the situation and reply directly to Mr. Braathen.

Attach.

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Klamath Falls. Ore. 1-15-63.

Bureau of Public Roads.
Salem. Oregon.
Gentlemen:

F.A.F. no F-205 (12) Klamath County, was awarded to The Lillebo Construction Co at the amount of $75481.45, now at both ends of this project, the signs read $860977.00 total, would you explain this discrepancy for us please.

Very truly yours

Earle Carruthers

3535 - Quincy Street.

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FOR FILING

F-2-181

6190

January 10, 1963

Mr. Carl Braethen
3535 Quarry Street
Klamath Falls, Oregon

Re: S. Klamath Falls Interchange
Contract No. 6190

Dear Mr. Braethen:

This is in answer to your inquiry of January 2, 1963, concerning amounts posted on the project identification sign on the above job.

The $860,977 figure you refer to represents the Departments estimate of the total cost of the project. This includes the contract price, $759,813, along with additional items of work to be done on the job by forces other than the contractor.

The miscellaneous work consists of flagging for protection of the traffic, railroad track revisions, seeding and mulching slopes, traffic markers and striping, moving power lines to clear the construction area and engineering and contingencies.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Ass't. State Highway Engineer

CG:mm

cc Bridge Division

Klamath Falls. Ore. 1-2-63

State Highway Comm.
Salem-Ore.

REFERRED TO
Cooper or Porter
BY SECRETARY

Gentlemen.

Refering to F.A.P. No F-205 (12) bridge No 8347.

According to your records, this Contract was awarded to the Lillebo Const Co, at a price of $759813.45, but the signs at the ends of this project states the amount of $860977.00.

Could you explain this discrepancy for us please.

Very truly yours.
Carl Braathen.
3535-Quarry Street.

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RECEIVED
JAN 4 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 9 - 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Klamath Falls. Ore. 1-2-63

State Highway Comm.
Salem. Ore.

REFERRED TO
Cooper or Porter
BY SECRETARY

Gentlemen.

Refering to F.A.P. No F-205 (12) bridge No 8347.

According to your records, this Contract was awarded to the Lillebo Const Co, at a price of $759813.45, but the signs at the ends of this project states the amount of $860977.00.

Could you explain this discrepancy for us please.

Very truly yours.
Carl Braathen.
3535-Quarry Street.

[illegible]

RECEIVED
JAN 4 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 9 - 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 2 5 1963
FOR FILING

F-205 (12)

1-179

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1963

RAILROAD COMPANIES
FILE No. 597

SUBJECT: Pux 440 R/W 23146
K. Falls West Side By-Pass
Interchange G-Xing
Great Northern Railway Co.
Klamath County

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies as indicated below is being held pending receipt from the Railroad of 10 additional copies of the Map marked Exhibit "A".

J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encl.

cc: R. L. Porter
F. B. Morgan
I. A. DeFrance
Dean Swift
J. W. Nash
C. H. Maison
Earl F. Saling

NOTED
R. L. PORTER

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 6190

State

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JAN 8 1963

FOR FILING

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. F 5(12) 6190

FOR R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(*PPM 21-7*)

TE **Oregon**

COUNTY **Klamath**

PROJECT NO. **F-205(12)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97 So. Klamath Falls Link River Br.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-62	0.311
OTHER (*Specify*)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 838,654.00	$ 528,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By L. C. Porter

Asst **State Highway Engineer**
(Title)

By ______
______
(Title)

By ______
______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
(Division Engineer)

L. R. Backlund
By: **L. R. Backlund,**
Administrative Manager

Date executed by Division Engineer **January 4, 1963**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49467-P61

Oregon State Highway Department

Federal Aid
Project No. F-205(12)

SOUTH KLAMATH FALLS INTERCHANGE SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1962

Type Code 6201
Roadway (Sta. 116+17 to Sta. 120+80) (Contract 6190)

Clearing and Grubbing	All	Required		$ 4,500.00
Removal of Pavement	5,500	sq.yd.	$ 0.65	3,575.00
Drainage Excavation, Unclassified	750	cu.yd.	4.00	3,000.00
Embankment in Place	42,200	cu.yd.	1.30	54,860.00
Finishing Roadbed and Slopes	All	Required		2,500.00
18-inch Culvert Pipe	260	lin.ft.	4.00	1,040.00
24-inch Corrugated Steel Pipe	120	lin.ft.	7.00	840.00
12-inch Concrete Pipe	70	lin.ft.	4.25	297.50
8-inch Sewer Pipe	250	lin.ft.	4.50	1,125.00
12-inch Sewer Pipe	570	lin.ft.	4.50	2,565.00
15-inch Sewer Pipe	260	lin.ft.	6.00	1,560.00
Extra for Pipe Under Pavement	30	lin.ft.	5.00	150.00
Concrete Inlets, Type "P"	7	only	200.00	1,400.00
Concrete Manholes	3	only	400.00	1,200.00
Adjustment of Manholes	1	only	100.00	100.00
Cap Manholes	3	only	100.00	300.00
Concrete Curbs	40	cu.yd.	65.00	2,600.00
Concrete Walks and Surfacing	150	sq.yd.	5.00	750.00
1½-inch Electrical Conduit	90	lin.ft.	5.00	450.00
Salvage and Reinstall Guard Rail	650	lin.ft.	1.20	780.00
Metal Guard Rail	450	lin.ft.	3.00	1,350.00
Guide Posts, PW-1	24	only	7.25	174.00
Guide Posts, PY-2	6	only	7.75	46.50
Bracket Reflectors	6	only	1.00	6.00
Loose Riprap	960	cu.yd.	4.00	3,840.00
Coarse Crushed Material in Base	7,880	tons	3.50	27,580.00
3/4"-0 Material in Base	1,100	tons	3.50	3,850.00
Sprinkling	470	M-gal.	3.00	1,410.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	50	cu.yd.	7.00	350.00
RC-250 Asphalt	8	tons	100.00	800.00
Class "B" Asphaltic Concrete	1,500	tons	10.40	15,600.00
Shoring, Cribbing, etc.	All	Required		500.00
Structural Excavation	160	cu.yd.	7.00	1,120.00

Structural Excavation Below Elevation Shown	20 cu.yd.	$ 10.00	$ 200.00
Class "A" Concrete	All Required		7,300.00
Metal Reinforcement	All Required		2,000.00
Removal of Existing Sign Installation	All Required		100.00
Furnish 8" BP 36# Steel Piling	32 lin.ft.	6.25	200.00
Drive Steel Piles	3 only	85.00	255.00
Metal Sign Posts	All Required		206.00
Overhead Sign Structure	All Required		9,640.00
Wood Sign Posts	All Required		1,230.00
Type "A" Signs in Place	918 sq.ft.	6.90	6,334.20
Type "C", "D" and "E" Signs in place	441 sq.ft.	3.45	1,521.45
Type "B" Signs in Place	16 sq.ft.	3.60	57.60
Type "F" Signs in Place	96 sq.ft.	5.75	552.00
			$171,315.25
Flagging (37½% of Contractors Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		300.00
Traffic Markers and Striping	All Required		300.00
			$ 2,600.00
	Subtotal		$173,915.25
	10% Engr. & Cont.		17,390.75
	Total		$191,306.00

Type Code X.11
S. Klamath Falls Interchange (Br. #8347)(Sta. 120+80 to Sta. 132+59)
(Contract 6390)

Shoring, Cribbing, etc.	All Required		$ 88,000.00
Structural Excavation	1,700 cu.yd.	$ 9.00	15,300.00
Structural Excavation Below Elevation Shown	300 cu.yd.	18.00	5,400.00
Furnish 10" BP 42# Steel Piling	555 lin.ft.	5.00	2,775.00
Drive Steel Piles	15 only	85.00	1,275.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (2,440 cu.yd.)	All Required		190,000.00
50' to 55' Type III Prestressed Beams	12 only	1,080.00	12,960.00
55' to 60' Type III Prestressed Beams	3 only	1,180.00	3,540.00

65' to 70' Type III Prestressed Beams	32 only	$ 1,260.00	$ 40,320.00
70' to 75' Type III Prestressed Beams	9 only	1,625.00	14,625.00
Metal Reinforcement (510,000 lb.)	All Required		67,000.00
Structural Steel (Low Alloy 411,000 lb.) (Carbon 130,000 lb.)	All Required		129,000.00
Metal Parapet Railing	2,556 lin.ft.	4.70	12,013.20
8-inch Metal Drain Pipe	160 lin.ft.	3.50	560.00
6-inch Standard Steel Pipe	220 lin.ft.	13.50	2,970.00
1-inch Electrical Conduit	1,400 lin.ft.	1.30	1,820.00
1¼-inch Electrical Conduit	400 lin.ft.	1.55	620.00
	Subtotal		$ 588,498.20
	10% Engr.&Cont.		58,849.80
	Total		$ 647,348.00

Length of Roadway- - - - - - - - - - - - - - -0.088 mile
Length of Structure- - - - - - - - - - - - - -0.223 mile
Total Length - - - - - - - - - - - - - - - - -0.311 mile
Cost of Roadway per Mile - - - - - - - - - - -$2,173,931.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$191,306.00	$120,500.00	$ 70,806.00
Structure	647,348.00	407,500.00	239,848.00
	$838,654.00	$528,000.00	$ 310,654.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WORK RETAINED IN P. S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds
Great Northern R.R.	$2,970.00	$ 1,870.00	$ 1,100.00
Pacific Power & Light Co.	220.00	130.00	90.00
	$3,190.00	$ 2,000.00	$ 1,190.00

Federal-Aid
Project No. F-205(12)

Oregon State Highway Department

SOUTH KLAMATH FALLS INTERCHANGE SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 17, 1962

Type Code 6201
Roadway (Sta. 116+17 to Sta. 120+80)

Clearing and Grubbing	All Required			$ 2,000.00
Removal of Pavement	5,500	sq.yd.	$0.75	4,125.00
Drainage Excavation, Unclassified	750	cu.yd.	3.00	2,250.00
Embankment in Place	42,200	cu.yd.	0.75	31,650.00
Finishing Roadbed and Slopes	All Required			1,500.00
18-inch Culvert Pipe	260	lin.ft.	4.50	1,170.00
24-inch Corrugated Steel Pipe	120	lin.ft.	8.50	1,020.00
12-inch Concrete Pipe	70	lin.ft.	2.50	175.00
8-inch Sewer Pipe	250	lin.ft.	2.00	500.00
12-inch Sewer Pipe	570	lin.ft.	2.50	1,425.00
15-inch Sewer Pipe	260	lin.ft.	3.25	845.00
Extra for Pipe under Pavement	30	lin.ft.	4.00	120.00
Concrete Inlets, Type "B"	7	only	125.00	875.00
Concrete Manholes	3	only	300.00	900.00
Adjustment of Manholes	1	only	50.00	50.00
Cap Manholes	3	only	100.00	300.00
Concrete Curbs	40	cu.yd.	60.00	2,400.00
Concrete Walks and Surfacing	150	sq.yd.	6.00	900.00
1-1/2 inch Electrical Conduit	90	lin.ft.	2.00	180.00
Salvage and Reinstall Guard Rail	650	lin.ft.	2.00	1,300.00
Metal Guard Rail	450	lin.ft.	3.50	1,575.00
Guide Posts, PW-1	24	only	7.50	180.00
Guide Posts, PY-2	6	only	8.50	51.00
Bracket Reflectors	6	only	2.00	12.00
Loose Riprap	960	cu.yd.	5.50	5,280.00
Coarse Crushed Material in Base	7,880	ton	3.00	23,640.00
3/4" - 0 Material in Base	1,100	ton	3.50	3,850.00
Sprinkling	470	M-gal.	2.50	1,175.00
Preparation of Base	All Required			1,000.00
3/4" - 0 Material in Binder Course	50	cu.yd.	6.25	312.50
RC-250 Asphalt	8	ton	100.00	800.00
Class "B" Asphaltic Concrete	1,500	ton	9.00	13,500.00
Shoring, Cribbing, etc.	All Required			500.00
Structural Excavation	160	cu.yd.	6.00	960.00
Structural Excavation Below Elevation Shown	20	cu.yd.	10.00	200.00
Class "A" Concrete	All Required			7,500.00

Metal Reinforcement	All Required		$ 1,960.00
Removal of Existing Sign Installation	All Required		50.00
Furnish 8" BP 36# Steel Piling	32 lin.ft.	$ 5.50	176.00
Drive Steel Piles	3 only	80.00	240.00
Metal Sign Posts	All Required		275.00
Overhead Sign Structure	All Required		7,500.00
Wood Sign Posts	All Required		1,255.00
Type "A" Signs in Place	918 sq.ft.	7.10	6,517.80
Type "C", "D" and "R" Signs in Place	441 sq.ft.	3.80	1,675.80
Type "E" Signs in Place	16 sq.ft.	4.20	67.20
Type "K" Signs in Place	96 sq.ft.	5.50	528.00
			$134,465.30
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		300.00
Traffic Markers and Striping	All Required		300.00
			$ 2,600.00
Utilities			
Work by Great Northern Railroad	All Required		$ 2,700.00
Work by Pacific Power & Light Co.	All Required		200.00
			$ 2,900.00
	Subtotal		$139,965.30
	10% Engr. & Cont.		13,995.70
	Total		$153,961.00

Type Code X431
S. Klamath Falls Interchange (Br. #8347)(Sta. 120+80 to Sta. 132+59)

Shoring, Cribbing, etc.	All Required		$ 50,000.00
Structural Excavation	1,700 cu.yd.	$ 6.00	10,200.00
Structural Excavation below Elevation Shown	300 cu.yd.	10.00	3,000.00
Furnish 10" BP 42# Steel Piling	555 lin.ft.	5.50	3,052.50
Drive Steel Piles	15 only	80.00	1,200.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (2,440 cu.yd. at $78.00)	All Required		190,320.00
50' to 55' Type III Prestressed Beams	12 only	1200.00	14,400.00
55' to 60' Type III Prestressed Beams	3 only	1200.00	3,600.00
65' to 70' Type III Prestressed Beams	32 only	1435.00	45,920.00
70' to 75' Type III Prestressed Beams	9 only	1560.00	14,040.00
Metal Reinforcement (510,000 lb. at $0.14)	All Required		71,400.00
Structural Steel (Low Alloy 411,000 Lb. at $0.24; Carbon 130,000 lb. at $0.23)	All Required		128,540.00

Metal Parapet Railing	2,556 lin.ft.	$ 6.00	$ 15,336.00
8-inch Metal Drain Pipe	160 lin.ft.	4.00	640.00
6-inch Standard Steel Pipe	220 lin.ft.	6.00	1,320.00
1-inch Electrical Conduit	1,400 lin.ft.	1.50	2,100.00
1-1/4 inch Electrical Conduit	400 lin.ft.	1.60	640.00
	Subtotal		$556,028.50
	10% Engr. & Cont.		55,602.50
	Total		$611,631.00

Length of Roadway - - - - - 0.088 Mile
Length of Structure - - - - 0.223 Mile
Total Length- - - - - - - - 0.311 Mile
Cost of Roadway Per Mile- - $1,749,556.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$153,961.00	$ 96,000.00	$ 57,961.00
Structure	611,631.00	385,000.00	226,631.00
	$765,592.00	$481,000.00	$284,592.00

S. KLAMATH FALLS INTERCHANGE SECTION

PROJECT NO. F-205(12)

Prestressed Beam Quantities

50'-55' Beams

Overhead			$ 100.00
Class "AA" Concrete	8.28 cu.yd.	$83.00	687.24
Metal Reinforcement	1,030 lb.	0.125	128.75
Prestress Steel	710 lb.	0.40	284.00
			$1,199.99

55'-60' Beams

Overhead			$ 100.00
Class "AA" Concrete	8.28 cu.yd.	$83.00	687.24
Metal Reinforcement	1,030 lb.	0.125	128.75
Prestress Steel	710 lb.	0.40	284.00
			$1,199.99

65'-70' Beams

Overhead			$ 100.00
Class "AA" Concrete	9.9 cu.yd.	$83.00	821.70
Metal Reinforcement	1,100 lb.	0.125	137.50
Prestress Steel	940 lb.	0.40	376.00
			$1,435.00

70'-75' Beams

Overhead			$ 100.00
Class "AA" Concrete	10.7 cu.yd.	$83.00	888.10
Metal Reinforcement	1,150 lb.	0.125	143.75
Prestress Steel	1,070 lb.	0.40	428.00
			$1,559.85

Oregon State Highway Department

Federal Aid
Project No. F-205(12)

SOUTH KLAMATH FALLS INTERCHANGE SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 23, 1962

Type Code 6201
Roadway (Sta. 116+17 to Sta. 120+80)

Clearing and Grubbing	All	Required		$ 2,000.00
Removal of Pavement	5,500	sq.yds.	$ 0.75	4,125.00
Drainage Excavation, Unclassified	750	cu.yds.	3.00	2,250.00
Embankment in Place	42,200	cu.yds.	0.75	31,650.00
Finishing Roadbed and Slopes	All	Required		1,500.00
18-inch Culvert Pipe	260	lin.ft.	4.50	1,170.00
24-inch Corrugated Steel Pipe	120	lin.ft.	8.50	1,020.00
12-inch Concrete Pipe	70	lin.ft.	2.50	175.00
8-inch Sewer Pipe	250	lin.ft.	2.00	500.00
12-inch Sewer Pipe	570	lin.ft.	2.50	1,425.00
15-inch Sewer Pipe	260	lin.ft.	3.25	845.00
Extra for Pipe Under Pavement	22	lin.ft.	4.00	88.00
Concrete Inlets, Type "B"	7	only	125.00	875.00
Concrete Manholes	3	only	300.00	900.00
Adjustment of Manholes	1	only	50.00	50.00
Cap Manholes	3	only	100.00	300.00
Concrete Curbs	40	cu.yds.	60.00	2,400.00
Concrete Walks and Surfacing	150	sq.yds.	6.00	900.00
1½-inch Electrical Conduit	90	lin.ft.	2.00	180.00
Salvage and Reinstall Guard Rail	650	lin.ft.	2.00	1,300.00
Metal Guard Rail	450	lin.ft.	3.50	1,575.00
Guide Posts, FW-1	24	only	7.50	180.00
Guide Posts, FY-2	6	only	8.50	51.00
Bracket Reflectors	6	only	2.00	12.00
Loose Riprap	960	cu.yds.	5.50	5,280.00
Coarse Crushed Material in Base	7,880	tons	3.00	23,640.00
3/4" - 0 Material in Base	1,100	tons	3.50	3,850.00
Sprinkling	470	M-gals.	2.50	1,175.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	50	cu.yds.	6.25	312.50
RC-250 Asphalt	8	tons	100.00	800.00
Class "B" Asphaltic Concrete	1,500	tons	9.00	13,500.00
Shoring, Cribbing, Etc.	All	Required		500.00
Structural Excavation	160	cu.yds.	6.00	960.00
Structural Excavation Below Elevation Shown	20	cu.yds.	10.00	200.00

Class "A" Concrete	All Required		$ 7,500.00
Metal Reinforcement	All Required		1,960.00
Removal of Existing Sign Installation	All Required		150.00
Furnish 8" HP 36# Steel Piling	32 lin.ft.	$ 5.50	176.00
Drive Steel Piles	3 only	80.00	240.00
Metal Sign Posts	All Required		275.00
Overhead Sign Structure	All Required		7,500.00
Wood Sign Posts	All Required		1,255.00
Type "A" Signs in Place	918 sq.ft.	7.10	6,517.80
Type "C", "D" and "R" Signs in Place	430 sq.ft.	3.80	1,634.00
Type "E" Signs in Place	16 sq.ft.	4.20	67.20
Type "K" Signs in Place	96 sq.ft.	5.50	528.00
			$134,491.50

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Seeding and Mulching	All Required		300.00
Traffic Markers and Striping	All Required		300.00
			$ 2,600.00

Utilities

Work by Great Norther Railroad	All Required		$ 2,700.00
Work by Pacific Power & Light Co.	All Required		200.00
			$ 2,900.00
	Subtotal		$139,991.50
	10% Engr. & Cont.		13,998.50
	Total		$153,990.00

Type Code X431
S. Klamath Falls Interchange (Br. #8347)(Sta. 120+80 to Sta. 132+59)

Shoring, Cribbing, Etc.	All Required		$ 50,000.00
Structural Excavation	1,700 cu.yds.	$ 6.00	10,200.00
Structural Excavation Below Elevation Shown	300 cu.yds.	10.00	3,000.00
Furnish 10" HP 42# Steel Piling	555 lin.ft.	5.50	3,052.50
Drive Steel Piles	15 only	80.00	1,200.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (2,440 cu.yd. @ $78.00)	All Required		190,320.00
50' to 55' Type III Prestressed Beams	12 only	1,200.00	14,400.00
55' to 60' Type III Prestressed Beams	3 only	1,200.00	3,600.00
65' to 70' Type III Prestressed Beams	32 only	1,435.00	45,920.00
70' to 75' Type III Prestressed Beams	9 only	1,560.00	14,040.00
Metal Reinforcement (510,000 lbs. @ $0.14)	All Required		71,400.00
Structural Steel (Low Alloy 411,000 lbs. @ $0.24)(Carbon 130,000 lbs. @ $0.23)	All Required		128,540.00
Metal Parapet Railing	2,556 lin.ft.	6.00	15,336.00

8-inch Metal Drain Pipe	160 lin.ft.	$ 4.00	$ 640.00
6-inch Standard Steel Pipe	220 lin.ft.	6.00	1,320.00
1-inch Electrical Conduit	1,400 lin.ft.	1.50	2,100.00
1½-inch Electrical Conduit	400 lin.ft.	1.60	640.00
	Subtotal		$555,868.50
	10% Engr. & Cont.		55,586.50
	Total		$611,455.00

Length of Roadway - - - - - - - - - - - 0.088 Mile
Length of Structure - - - - - - - - - - 0.223 Mile
Total Length - - - - - - - - - - - - - 0.311 Mile
Cost of Roadway Per Mile - - - - - - $1,749,886.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$153,990.00	$ 97,000.00	$ 56,990.00
Structure	611,455.00	385,000.00	226,455.00
	$765,445.00	$482,000.00	$283,445.00

S. KLAMATH FALLS INTERCHANGE SECTION

PROJECT NO. F-205(12)

Prestressed Beam Quantities

50'-55' Beams

Overhead			$ 100.00
Class "AA" Concrete	8.28 cu.yd.	$83.00	687.24
Metal Reinforcement	1,030 lbs.	$ 0.125	$ 128.75
Prestress Steel	710 lbs.	$ 0.40	284.00
			$1,199.99

55'-60' Beams

Overhead			$ 100.00
Class "AA" Concrete	8.28 cu.yd.	$83.00	687.24
Metal Reinforcement	1,030 lbs.	$ 0.125	128.75
Prestress Steel	710 lbs.	$ 0.40	284.00
			$1,199.99

65'-70' Beams

Overhead			$ 100.00
Class "AA" Concrete	9.9 cu.yd.	$83.00	821.70
Metal Reinforcement	1,100 lbs.	$ 0.125	137.50
Prestress Steel	940 lbs.	$ 0.40	376.00
			$1,435.00

70' to 75' Beams

Overhead			$ 100.00
Class "AA" Concrete	10.7 cu.yds.	$83.00	888.10
Metal Reinforcement	1,150 lbs.	$ 0.125	143.75
Prestress Steel	1,070 lbs.	0.40	428.00
			$1,559.85

RECEIVED
DEC 10 1962
FOR FILING

December 7, 1962

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

Re: South Klamath Falls
Interchange - Klamath
County

Dear Mr. Reichert:

Reference is made to your letter of November 29 concerning the railroad work at the grade crossing to be constructed on this project.

I am attaching prints from our Drawing 7V-12-2, Sheets 2 and 4, which have been revised to show the planking of the grade crossing by railroad forces. Our contractor and field engineering forces will follow these revised plans.

It will be appreciated if you would substitute these sheets for the plans now before you for approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:fn

Encl.

cc Mr. G. V. Guerin
Great Northern Railway Company

Forrest Cooper
F. D. Morgan - Will you please see that the contractor
Ivan Merchant and field forces are advised of this change.
GSP

GREAT NORTHERN RAILWAY COMPANY
ENGINEERING DIVISION
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
November 29, 1962

File: AFE 62-684

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Ivan D. Merchant
Bridge Engineer

Dear Sir:

Please be referred to your letter of November 14, file S. Klamath Falls Interchange - The Dalles-California Highway - Klamath County, which forwarded three (3) sets of plans and specifications for above referenced project.

Flagging specifications do not agree with those furnished the State on July 5th, 1961, by Grade Crossing Chairman, Mr. H. F. Moy. In this particular case, we are willing to go along with the flagging specifications as included in the special provisions; however, in the future, it will be appreciated if the flagging specifications as outlined by Mr. Moy are included in your special provisions for highway construction.

We also note that your special provisions make no mention of railway work at the crossing. We feel that an addendum should be made to cover this work on the basis outlined in the division of work as shown in the construction and maintenance agreement. When furnishing copies of this addendum, we request that you furnish a copy direct to Mr. Guerin. This will expedite our approval and the return of one copy of the plans and special provisions as per your request of November 14th.

G.V. Chief Eng
St. Paul

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert
Assistant Chief Engineer

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 30 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

copy for Bridge Div.

GSH/zh

RECEIVED
3 1962
FOR FILING
6190

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
November 30, 1962

File: AFE 62-684

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

This refers to your letter of November 28, file South Interchange, Klamath Falls, Oregon.

We thank you for advising of Bureau of Public Roads approval of above mentioned project. We note that State has a temporary permit for a temporary crossing at the same location where the prefabricated gumwood crossing is to be placed. We have asked Mr. Lamphier to arrange with the State for carrying out railway's portion of this work at the proper time. We assume that rehabilitating the track through the crossing area and placing of the gumwood crossing will be done just prior to paving and opening of the highway.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert
Assistant Chief Engineer

NOTED
G. S. PA

GSH/zh
cc: Mr. T. J. Lamphier

Cc: Dean Swift
Div. II
12-3-62

RECEIVED
DEC 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 3 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JV 28 1962
FOR FILING

[illegible] (13)

6190

November 28, 1962

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
King Street Station
Seattle 4, Washington

Dear Mr. Reichert:

Re: South Interchange
Klamath Falls, Oregon

Reference is made to my letter of November 14 concerning authority to begin work on the grade crossing of your industrial spur at the South Klamath Falls Interchange.

This is to advise that we have received approval of the Bureau of Public Roads and your work on a reimbursable basis may begin at your convenience. It would, of course, be well to have this work done as soon as practicable so that no interference will be occasioned our contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. K. R. Wyckoff

bc Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. Dean Swift

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 20, 1962

FROM : A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

By: A.F. Bester
A. F. Bester
Assistant Engineering Coord.

Young

SUBJECT: Oregon Project F-205(12)
S. Klamath Falls Interchange Section
The Dalles-California Highway

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6190 to Tom Lillebo Construction Company of Reedsport, Oregon, low bidder in the amount of $759,813.45 at the November 20, 1962 bid opening.

Since the railroad crossing involved is an at-grade crossing of an industrial spur track with no railroad grade separation structure required, we have given our concurrence in this instance on the basis of the railroad agreement, which we reviewed and found satisfactory. No formal evidence of railroad company approval of the plans is considered necessary.

To Mr. Litchfield's November 16, 1962 letter were attached copies of the Staff Attorney's letters to utilities involved in this project. As stated in our October 29, letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
NOV 26 [illegible]
[illegible]

RECEIVED
NOV 21 1962
FOR FILING

F-205 (12)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 20, 1962

Tom Lillebo Construction Co.
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962, awarded to you State Highway Contract No. 6190 for the following project:

Structure, grading, paving & sign installation on S. Klamath Falls Interchange Section, The Dalles-California Highway in Klamath County

This award was based on your low bid of $739,813.40 which was submitted to the Commission on November 20, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc: Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Merchant

RECEIVED
NOV 16 1962

FOR FILING

F-[illegible] (8)

6190

November 14, 1962

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
King Street Station
Seattle 4, Washington

Dear Mr. Reichert:

Re: South Interchange
Klamath Falls, Oregon
Your File AFE 62-684

In your letter of November 13 you asked as to the proper starting date for your portion of the work on the above-captioned project.

In order that your billing may be reimbursable we have to secure the clearance from the U. S. Bureau of Public Roads. The only thing lacking in this at the present time is the receipt of plans and specifications bearing your approval. These plans and specifications were mailed to you today. If you will note your approval on one set and return it to us, we can then give you clearance to go ahead with your work.

Bids on this project will be opened and award of contract made on November 20. So far as your work is concerned, it can proceed at any time after we notify you that the Bureau of Public Roads has approved. It would, of course, be well to get the work done as soon as possible so that the road contractor would not be delayed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. K. E. Wyckoff
bc Mr. Forrest Cooper
Mr. I. D. Marchant
Mr. L. H. Young
Mr. F. B. Klaboe

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

November 13, 1962

File: AFE 62-684

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Hwy. Engr.

Dear Sir:

This will acknowledge receipt of fully executed draft of construction and maintenance agreement between the Railway Company and the State of Oregon covering work on the Klamath Falls West Side By-Pass crossing of our Riverside Spur at Klamath Falls.

May we now be advised as to proper starting date for our portion of this work in order that we may arrange for materials needed and coordinate our work schedule accordingly.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert
Assistant Chief Engineer

GSH/zh

NOTED
[illegible]

RECEIVED
NOV 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 4 1962

FOR FILING

6190

RAILROAD COMPANIES
FILE No. [illegible]77

Salem, Oregon
November 8, 1962

Agenda Item 4-c

Mr. Forrest Cooper
State Highway Engineer
Office

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Attached for forwarding to the Great Northern Railway Company is a fully executed copy of a construction and maintenance agreement between the Great Northern Railway Company and the State Highway Commission, covering the Klamath Falls West Side By-Pass Interchange grade crossing of the Railway's Riverside Spur on U.S. Highway No. 97 in Klamath Falls.

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

Secretary

rn
Attach: 1

RECEIVED
OCT 30 1962

FOR FILING
F-205(12)

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 29, 1962

By:

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

08-35.2-DB

Oregon Project F-205(12)
S. Klamath Falls Interchange Section
Structure, grading, paving and signing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's October 19, 1962 letter with the expectation that all parcels will be available for occupancy and contractor's use prior to award.

You are authorized to proceed with railroad work included in the project upon submission, prior to our concurrence in award of contract, of written evidence that design plans have been approved by the railroad company. Our September 20, 1962 letter indicated that the proposed railroad agreement was satisfactory.

Your August 22, 1962 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
10-30-62

NOTED
[illegible]

RECEIVED
OCT 4 1962
FOR FILING

F-205 (13)

16190

October 2, 1962

Oregon State Highway Commission

Gentlemen:

There will be before you at the next Highway Commission meeting duplicate copies of an agreement between the State and the Great Northern Railway Company covering transfer of property and easements for a grade crossing of the Company's tracks in the vicinity of the South Interchange in Klamath Falls (The Dalles-California Highway). These have been signed by the Vice President and the Secretary of the Great Northern Railway Company.

It is recommended that you approve the agreement and authorize the Secretary to sign for the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe
F. B. Klaboe

GSP:ms hlb

RECEIVED
[illegible] 1962
FOR [illegible]

FORM CD-121 ([illegible])
(PRES. BY G.A.O. [illegible]-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

F 205(12)

2190

DATE: September 20, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.4-0

SUBJECT: Oregon Project F-205(12)
South Interchange (Klamath Falls)-The Dalles-California Highway

Herewith is the single copy of proposed agreement with the Great Northern Railway Company, forwarded with your September 6, 1962 letter, covering acquisition of property and easement for a temporary grade crossing on the above project.

We have examined the agreement and it appears satisfactory. It will be given our approval after signature by the Highway Commission. Approval will be with the understanding that, as proposed in your September 6 letter, railroad flagging costs will be non-participating insofar as Federal-aid funds are concerned.

Please furnish us with two conformed copies of the agreement after it has been fully executed.

NOTED
G. S. PAXSON

Attachment

RECEIVED
SEP 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

September 6, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: South Interchange
Klamath Falls

I attach a copy of a proposed agreement between the Great Northern Railway Company and the State covering the acquisition of property and an easement for a temporary grade crossing of the Great Northern industrial spur track in connection with the construction of the South Interchange in Klamath Falls on US97. The payment to the Railway Company as covered in Paragraphs I and II is in accordance with appraisals made by our Right of Way Division.

I call your attention to Paragraph III which recognises that this crossing is of a temporary nature and is being done as the first stage of stage construction on US97 in this area. Eventually, US97 will proceed southerly east of the industrial spur and will overcross the Great Northern Railway south of the present project. This Paragraph III is included in the present agreement so that when the future project is negotiated the temporary crossing will not be the basis of assessment of cost against the Railway Company because of the elimination of the crossing.

I also call your attention to Paragraph VII which does not include the provision for billing of railroad flagging costs within the 120-day period following the completion of the project. This is set forth in PPM 21-10(5)(c). The State Proposes that these flagging costs be nonparticipating insofar as the federal funds are concerned. Other railroad reimbursable costs as detailed in the estimated in Exhibit "C" will be participating.

Please examine this agreement and advise as to your satisfaction with it. This is a copy that must be presented to the Highway Commission for execution at its next meeting, and I would ask that it be returned as soon as practicable. You will be furnished with conformed copies upon signature by the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attachment

bc Mr. Forrest Cooper
Mr. H. L. Porter
Mr. L. I. Lindas
Mr. L. H. Young
Mr. J. W. Nash (with copy of agreement)

RECEIVED
[illegible] 31 1962
FOR FILING

F205 (12)

6 (1195)

8-28-62

Original

RESOLUTION NO. 1195

A RESOLUTION APPROVING PLANS AND SPECIFICATIONS OF OREGON HIGHWAY COMMISSION FOR THE SOUTH NTERCHANGE OF THE WEST SIDE BY PASS, ON U.S. HIGHWAY NO. 97, AT KLAMATH FALLS, OREGON.

WHEREAS, there has been submitted to the Common Council of the City of Klamath Falls, Oregon, by the Oregon Highway Commission; plans and specifications for the South nterchange of the West side by pass at Klamath Falls on U.S. Highway No.97; which the Common Council has duly considered:

THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF KLAMATH FALLS, OREGON, DULY ASSEMBIED IN REGULAR SESSION AS FOLLOWS:

Section-1-

That said plans and specifications for the South nterchange of the West side by passat Klamath Falls, Oregon, on U.S. highway No. 97, be and they are hereby approved.

Section -2-

That the Mayor be and he is hereby authorized to enter on said plans and specifications the approval thereof by Klamath Falls, which shall be in substance as follows: Approved by resolution NO. 1195 of the Common Council of Klamath Falls, Oregon, adopted at a regular meeting August 27, 1962. Robert E. Veatch Mayor

Passed by the Common Council of the City of Klamath Falls, Oregon, this 27th. day of August, 1962.

Presented to the Mayor and by him approved and signed this 28th day of August, 1962.

Robert E. Veatch
Mayor

ATTEST: Rosie Keller
Recorder

STATE OF Oregon,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS,

I, Rosie Keller, Recorder of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true copy of a resolution adopted by the Common Council of said City, at its regular meeting held on the 27th. day of August, 1962, and thereafter approved and signed by the Mayor, and attested by the Recorder.

FOR FILING

F-205 (12)

6(190)

Original

RESOLUTION NO. 1195

A RESOLUTION APPROVING PLANS AND SPECIFICATIONS OF OREGON HIGHWAY COMMISSION FOR THE SOUTH NTERCHANGE OF THE WEST SIDE BY PASS, ON U.S. HIGHWAY NO. 97, AT KLAMATH FALLS, OREGON.

WHEREAS, there has been submitted to the Common Council of the City of Klamath Falls, Oregon, by the Oregon Highway Commission; plans and specifications for the South nterchange of the West side by pass at Klamath Falls on U.S. Highway No.97; which the Common Council has duly considered:

THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF KLAMATH FALLS, OREGON, DULY ASSEMBIED IN REGULAR SESSION AS FOLLOWS:

Section-1-

That said plans and specifications for the South nterchange of the West side by passat Klamath Falls, Oregon, on U.S. highway No. 97, be and they are hereby approved.

Section -2-

That the Mayor be and he is hereby authorized to enter on said plans and specifications the approval thereof by Klamath Falls, which shall be in substance as follows: Approved by resolution NO. 1195 of the Common Council of Klamath Falls, Oregon, adopted at a regular meeting August 27, 1962. Robert E. Veatch Mayor

Passed by the Common Council of the City of Klamath Falls, Oregon, this 27th. day of August, 1962.

Presented to the Mayor and by him approved and signed this 28th day of August, 1962.

Robert E Veatch
Mayor

ATTEST: Rosie Keller
Recorder

STATE OF Oregon,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS,

I, Rosie Keller, Recorder of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true copy of a resolution adopted by the Common Council of said City, at its regular meeting held on the 27th. day of August, 1962, and thereafter approved and signed by the Mayor, and attested by the Recorder.

Rosie Keller
Recorder.

original copies To Cox
8-31-62

NOTED
R. L. PORTER

RECEIVED
AUG 30 1962
FOR FILING

COMMISSIONERS
[illegible] L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 17, 1962

Pacific Power and Light Company
COPCO Division
216 West Main Street
Medford, Oregon

Re: Parcel K-61 - "Beach Lot"
So. Klamath Falls Interchange Section
The Dalles-California Highway
Klamath County

ATTENTION: Mr. T. H. Ness

Gentlemen:

We have been in contact with you during the past week concerning the acquisition of an easement through the above designated property on this section of The Dalles-California Highway.

Attached you will find a print of a portion of our right of way map of this section which indicates what we believe to be this property.

The width and exact location of this easement are now being determined in the field by our Resident Engineer.

Will you please forward us a photostatic copy of your Deed for this property, and draw up the terms you wish included in this easement.

Since bids are to be opened for this project on September 18, 1962, your immediate attention to this matter would be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

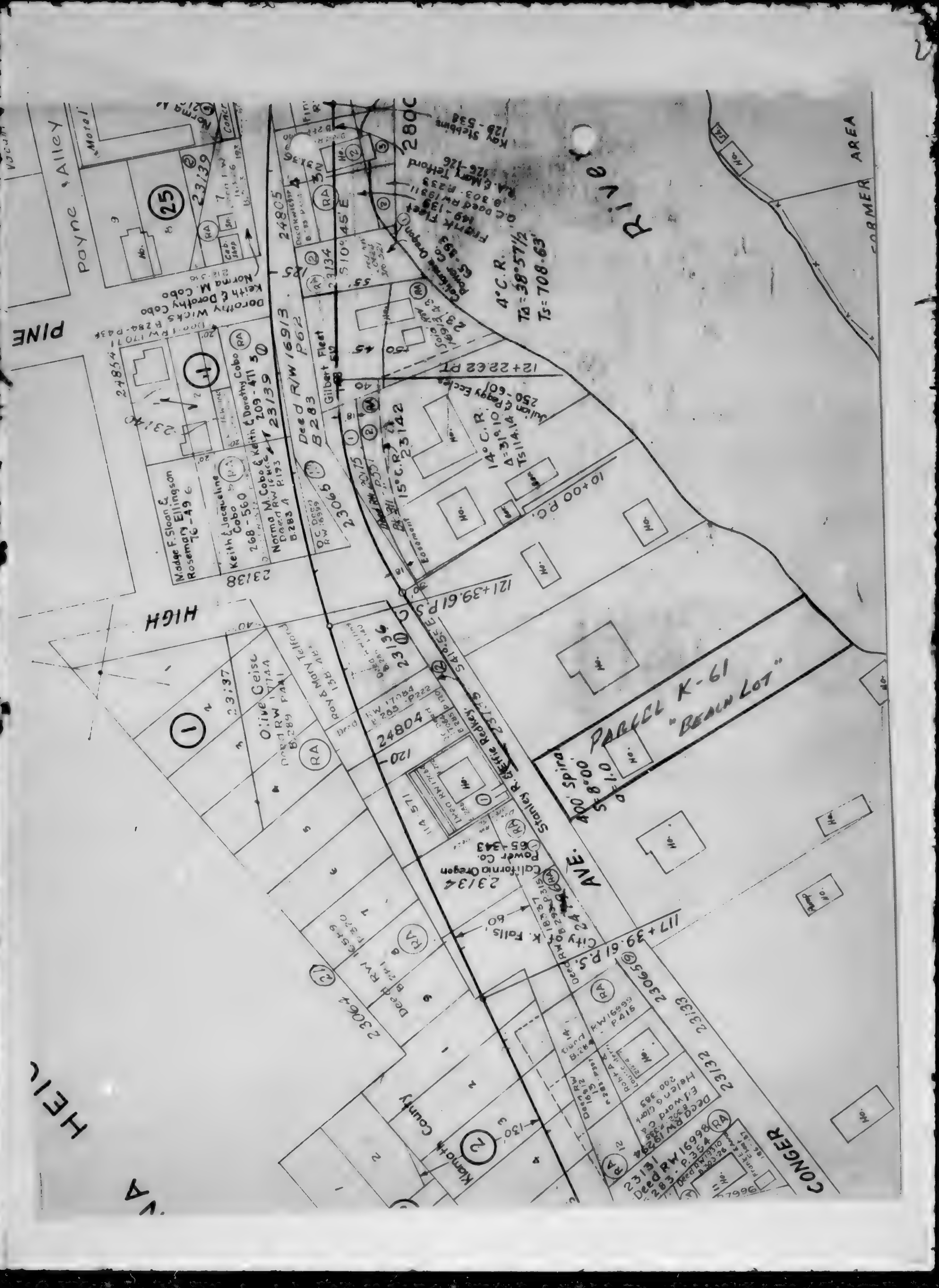
By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachment

cc: L. H. Young
W. T. Wright
Dean Swift
W. R. Merritt
P. R. Barnhart
General Files ✓

Pacific Power & Light Co.
Public Service Building
Portland 4, Oregon
ATTN: Mr. R. H. Sallee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Olive Geise
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B.289 P.421
Roy & Mary Telford
Madge F. Sloan & Rosemary Ellingson
76-496
Keith & Jacqueline Cobo
268-560
Norma M. Cobo & Keith & Dorothy Cobo
Keith & Dorothy Cobo
209-411
Dorothy Wicks Cobo
Keith & Dorothy Cobo
Norma M. Cobo
Gilbert Fleet
Julian & Peggy Eccles
250-601
Frank Fleet
149-1391
California Oregon Power Co.
65-343
Q.C. Deed RW 19311
B.303 - P.233
Mrs. Mary Telford
326-126
Kay Stebbins
126-538
City of K. Falls
Klamath County
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F-305 (12)

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June 20, 1962

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
Room 306 King Street Station
Seattle 4, Washington

Dear Sir:

Re: South Klamath Falls Interchange
Grade Crossing
Your File 3250 (spec.)

I am advised by our Right of Way Division that settlements with the Klamath Gas Company have been concluded and that the purchase of your property at the north end of the spur track is being concluded by the issuance of deeds by your company. It would seem that this would clear the way for the preparation of the construction agreement covering the grade crossing of your tracks. This crossing was ordered by the Oregon Public Utility Commissioner under date of December 19, 1961, his order No. 38161.

We have scheduled this interchange for early construction and I would appreciate anything that you can do to expedite the drafting of the agreement. This is a Federal-aid project and among other things the agreement must set up the wage rates, travel expense, and allowances for any railroad personnel you deem necessary to safeguard your operations. It must also include a statement that billing for all watchmen or flagmen services which are needed to safeguard these operations be delivered to us not later than 120 days after you are advised that the contract is completed.

I understand that you will furnish and install prefabricated treated gum wood headers and planking for the full width of the crossing between the tracks and for two feet outside thereof. This will be a reimbursable item and is in accordance with the P.U.C. order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. E. E. Wyckoff
Mr. W. L. Smith
bc Mr. Forrest Cooper
Mr. Fred Klaboe Mr. J. N. Hershberger

[illegible]

Order #38161

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 206

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of an industrial spur track of Great Northern Railway Company, to be known as the KLAMATH FALLS WEST SIDE BY-PASS INTERCHANGE GRADE CROSSING project, in the Southwest quarter of Section 31, Township 38South, Range 9East, W.M., in Klamath County, Oregon.

ORDER

Pux440

The above entitled matter was duly heard on November 29, 1961, at Salem, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen, Assistant Attorney
General, Salem, Oregon
In behalf of the State Highway Commission

For Respondent:

Michael Pertschuk, Attorney
Portland, Oregon
In behalf of Great Northern Railway Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

Order #38161

On August 29, 1961, the above named Petitioner filed a Petition with the Commissioner pursuant to the provisions of ORS 763.080 and ORS 767.040. The Petition was amended on October 17, 1961. Petitioner requests permission to construct a highway at grade over the spur tracks and right of way of Great Northern Railway Company, hereinafter referred to as Respondent, to be known as the Klamath Falls West Side By-Pass Interchange Grade Crossing project, in Klamath County, Oregon.

Attached to and made a part of the Amended Petition is a profile and vicinity drawing entitled, "Main Street Interchange - Klamath Falls, Dalles - Calif. Highway", dated June, 1961, and marked Exhibit "A".

The Amended Petition sets forth the proposed manner in which the construction and maintenance of the crossing will be handled and the costs thereof borne.

Notice of the Amended Petition and copies thereof were duly served upon Respondent, the Mayor and City Council of Klamath Falls, Oregon, and upon the County Court of Klamath County, Oregon.

On October 19, 1961, Klamath County Court, by letter, advised the Commissioner that it had no objection to the proposed construction.

On November 20, 1961, the City of Klamath Falls, by letter, advised the Commissioner that it had no objection to the construction of the proposed crossing.

The matter thereafter was set down for hearing and notice thereof was duly served upon all parties of record.

Evidence was adduced on behalf of Petitioner and Respondent, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner plans the relocation of The Dalles-California Highway and in connection therewith proposes the construction of a temporary interchange connectingthe Klamath Falls West Side By-Pass section of The Dalles-California

Highway with Main Street in Klamath Falls. The planned interchange prompts the construction of a temporary crossing at grade with an industrial spur track of Respondent railroad in the Southwest quarter (SW¼) of Section 32, Township 38 S., Range 9 E., W.M., in Klamath County.

The above mentioned spur track lies in a north-south direction. The proposed temporary interchange highway will cross the spur track in a generally northeast-southwest direction. The center line of the highway will intersect the center line of said spur track at Railroad Survey Station 67 + 66.74 at an angle of 48° 24' 23" in the northwest quadrant.

The proposed crossing will be approximately level. The highway grade will be on a 1400 foot vertical curve with a 3.76% grade descending from the north and a 2.5% grade ascending from the south.

The roadway within the intersection, as proposed, will provide two 12 foot wide lanes for through traffic, and two 12 foot wide stop lanes, with 6 foot wide shoulders on the outside of the stop lanes. Petitioner proposes that outside thereof, for the full width of the roadway, be surfaced with hardwood timber planking.

No buildings or structures are presently located in the immediate vicinity of the proposed grade crossing. The sight distances of vehicles using the crossing for oncoming trains is as follows: From any point which is located in the center of the highway and 500 feet, or less, on either side of the proposed crossing, sight distance to the north extends to the end of the track (approximately 850') and to the south not less than 1,000 feet.

Rail movements over the crossing are averaging approximately 100 per year. There is no indication that this traffic will be materiallly increased in the near future. The trains, which provide switching service only, consist of a locomotive and one or two cars and move at slow speeds. Being within yard limits, all movements over the crossing will be supervised by train crew personnel in accordance with Great Northern Railway Co. operating rules.

Highway traffic, estimated to average annually 1,200 vehicles per day, will necessarily move at restricted speed because of the curves and grades on the approaches to the crossing. Speed limits have not as yet been determined.

The proposed grade crossing will be near the west bank of Link River. The track to be crossed is but a few inches above the high water level of Link River and Lake Ewauna. Because of the high water table, an undercrossing would necessarily have to be of a sealed concrete construction and pumped to clear the water. To construct an overcrossing, the proximity of Lake Ewauna and the general flatness of the terrain would necessitate the building of a viaduct type approach grade. In both cases the cost of such construction is prohibitively high. Also, the proposed crossing is temporary and is to be removed upon completion of the relocated Dalles-California Highway. Under these circumstances, construction of the subject crossing, other than at grade, will not be required.

The Petitioner has agreed that the proposed crossing should be removed at its own expense when the new realigned Dalles-California Highway is completed and the temporary interchange is abandoned.

The Petitioner and Respondent propose the construction and maintenance of the proposed crossing be handled and the costs thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed crossing and supervise the construction thereof.

(b) Finance the construction of said project, including reimbursement to Respondent for necessary expenditures incurred in connection therewith.

(c) Maintain the highway, except that portion between the rails and for two feet outside thereof and other highway facilities after completion of the highway.

(d) Construct approaches to the grade crossing, including the highway surfacing.

Respondent will:

(a) Subject to reimbursement by Petitioner

(1) Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad operations during the construction of the project.

(2) Furnish and install two Commissioner's Standard No. 1-R Reflectorized Crossbuck signs at appropriate locations on each side of the crossing.

(3) Furnish and install prefabricated treated gum wood headers and planking for the full 80 foot width of the crossing between the tracks and for two feet outside thereof.

(b) At its own cost and expense, prior to construction of the crossing, install preservative treated ties and make such other repairs as are necessary to preclude the need for subsequent early reconditioning of the track structure.

(c) After construction, maintain at its own cost and expense, its track and railroad facilities, the reflectorized crossing signs and the hardwood timber roadway surface within the track area.

No objections to these proposals were made and they are approved. The provisions therein relating to division of costs and expenses involved are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed crossing is necessary, is required in the interest of public safety, convenience and general welfare and that permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon by and through its State Highway Commission, for the construction of a crossing at grade with the tracks of Great Northern Railway Company to be known as the KLAMATH FALLS WEST SIDE BY-PASS INTERCHANGE GRADE CROSSING project be and the same is hereby granted subject to the following terms and conditions:

(1) The construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design shown in Oregon State Highway Commission Department Drawings entitled, "Main Street Interchange Klamath Falls, Dalles-California Highway" and dated June, 1961.

(2) Construction and maintenance of the crossing and railroad tracks shall otherwise be done and cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that No. 10B-2.04-C shall be assigned to the subject crossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that the within order shall be effective upon the date of execution hereof.

Made and entered this 19th day of December, 1961.

Jonel C Hill

Public Utility Commissioner

(SEAL)

Pux 440

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to construct a crossing at grade of an industrial)
spur track of Great Northern Railway)
Company, to be known as the KLAMATH FALLS)
WEST SIDE BY-PASS INTERCHANGE GRADE)
CROSSING project, in the Southwest quarter)
(SW¼) of Section 32, Township 38 South,)
Range 9 East, W.M., in Klamath County,)
Oregon.)

AMENDED

PETITION

No.________

RR – 67.66 74 – POT
Hwy – B139.79 23 PUC
∠ 48°24'33" NW

The Petitioner herein respectfully represents:

I

That the name and address of Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205, ORS 763.020 and ORS 763.080.

III

That the Petitioner, in connection with the construction of a revised location of The Dalles-California Highway, proposes construction of an interchange connecting the Klamath Falls West Side By-Pass Section of The Dalles-California Highway and Main

Street in Klamath Falls. That the construction of the proposed interchange will make it necessary and desirable to construct a crossing at grade with an industrial spur track owned by Great Northern Railway Company, as shown on Exhibit "A" attached hereto and by this reference made a part hereof.

IV

That the future plans of the Petitioner call for the extension of the revised location of The Dalles-California Highway from the location of this crossing to a point further south, and when this future construction is completed the proposed crossing will be abandoned. The Petitioner can make no definite representation as to the date that this planned future construction will be completed.

V

That the average daily traffic which will use the highway is estimated to be 1200 vehicles, and that traffic on the railroad is an average of 100 train movements per year. The train movements consist of slow moving freight trains.

VI

That the highway is on a 1400' vertical curve with tangents descending at a 3.76% grade from the north and ascending at a 2.5% grade toward the south.

VII

That the sight distances are as follows:

Point on Highway	Sight Distances on Railroad North	Sight Distances on Railroad South
50 feet north of crossing	End of track	1000 feet plus
500 feet north of crossing	End of track	1000 feet plus
50 feet south of crossing	End of track	1000 feet plus
500 feet south of crossing	End of track	1000 feet plus

VIII

That the Petitioner proposes that the construction of the crossing be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed crossing and supervise the construction thereof.

(b) Finance the construction of said project from State and Federal highway funds, including reimbursement to railroad company for the necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Bureau of Public Roads on August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway, except that portion between rails, and other highway facilities after completion of the project.

(d) Construct approaches to the grade crossing, including the highway surfacing.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement under Federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad operations during the period of construction of the project.

2. Furnish and install two Commissioner's Standard No. 1-R reflectorized crossbuck signs at appropriate locations on each side of the railroad track.

3. Furnish and install prefabricated treated gumwood plank crossing 80' long.

(b) At its own cost and expense:

1. Furnish and install preservative treated ties and ballast for retention of the crossing.

2. Maintain the railroad ties, rails, ballast, signs and other railroad facilities and the gumwood planks and the highway surface between the rails after construction of the project.

IX

That the proposed crossing is located in the Southwest quarter (SW¼) of Section 32, Township 38 South, Range 9 East, W.M., in Klamath County, Oregon

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 13th day of October, 1961.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________________
GLEN V. SORENSEN - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, P. M. Stephenson, being first duly sowrn, say that I am Assistant State Highway Engineer for the Oregon State Highway Commission and that the foregoing amended petition is true as I verily believe.

____

Subscribed and sworn to before me this 13th day of October, 1961

____
Notary Public for Oregon
My Commission Expires__________

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 27, 1962

City of Klamath Falls
City Hall
Klamath Falls, Oregon

ATTENTION: Mr. Paul Hamblin

2213

Re: Manhole Elevations
So. Klamath Falls Interchange Section
The Dalles-California Highway
Klamath County

Gentlemen:

Attached you will find one print of sheet No. 3 of the plans of the abovenamed section of The Dalles-California Highway.

You will note that the gradient of the eight-inch sanitary sewer on Conger Avenue is needed, as is the top and flowline elevations of the circled manholes between Stations 123 and 128.

Please write this information on the above print and return to us at an early date.

F. D. Morgan
Construction Engineer

By T.W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

Attachment
TWL:bjh

cc: G. S. Paxson
I. D. Merchant

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OFFICE OF
STATE HIGHWAY ENGINEER

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March 26, 1962

Mr. Glenn L. Jackson, Member
Oregon State Highway Commission
c/o Pacific Power and Light Company
716 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Following is a short history of the one-way traffic situation in the city of Klamath Falls.

This first came up in about the year 1946 and various combinations of Main Street and Klamath Avenue and Main Street and Pine Street have been investigated since. None of the proposals, obviously, came to fruition because of objections of the business people.

Currently, we are preparing to construct the Main Street Interchange and Mayor Robert Veatch has continuously pressed us for construction of the off ramp onto Klamath Avenue to provide for one-way traffic. In some of the discussions he has not been sure that the people were ready to accept a one-way pattern, but at least he was hopeful of getting one-way traffic easterly along Klamath Avenue at least to Second Street. In these discussions, he was informed by Mr. Edwards that the State Highway Department would not accept a piecemeal plan and that the proposal to establish a one-way pattern should be initiated by the City. Accordingly, by letter Mayor Veatch requested engineering advice in preparation of a one-way plan. This has been given, but he has repeatedly been informed of the lack of any funds to proceed with establishing a one-way pattern except that it has been indicated to him that a couplet using existing streets, which could be put in service with no expenditure other than revision of signs and signals, would be acceptable.

We are sure you are familiar with the location and operation problems of the Modoc Lumber Company. If Klamath Avenue westerly of Second Street is placed in operation, the City does, of course, have the right to exercise its police powers and authority in establishing traffic patterns and could conceivably do so without recourse from the Modoc Lumber Company. I am not familiar (nor are any of our people) with the extent or cost of revised operation paths and procedures which would be necessary for the Modoc Lumber Company if one-way traffic were placed on the street in front of its mill.

The one-way street couplet in Klamath Falls is an old perennial that has been promoted now and again by the City. We have never felt that it was of enough importance that we should actively promote it. I still feel that it should be left for local determination.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
Tom Edwards
Victor D. Wolfe

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Mr. Edwards

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 10, 1962

The Honorable Robert Veatch
Mayor of the City of Klamath Falls
Klamath Falls, Oregon

File No. 32659
Main Street Interchange Section
The Dalles-California Highway
Klamath County

Dear Sir:

Assistant State Highway Engineer Tom Edwards has discussed with me the apprehensions that you feel relative to the access control clause in our transaction designed to acquire 0.06 acre from the city park on the north side of Link River.

It is not the intent of this language to prohibit boating on the stream nor pedestrian traffic along the banks of this strip. This language is intended to prevent entry from the remaining property to the viaduct structure which carries the relocated highway.

No use may be permitted under the structure which would create a hazardous situation because of explosives or inflammable materials. Nor should this letter be construed as authorizing storage or the moorage of boats beneath the structure. Any use other than transit across the highway right of way would have to be authorized separately under the terms of a revocable special use permit.

We hope that this reply will allay your fears as to disruption of use of the park area.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

cc Mr. Tom Edwards ✓
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. I. Lindas

NOTED
TOM EDWARDS

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6190

Salem, Oregon
January 3, 1962

Mr. L. I. Lindas

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I attach hereto copies of letters which we have received from Mr. H. F. Smith, attorney for the Pacific Power & Light Company in Klamath Falls.

The loss of power generating capacity is a matter which we will have checked by Mr. Edgerton's office. I doubt very much if any raise of the water in Link River will cause anywhere near the amount of power loss that they allege.

The facilities which will be interfered with are three power poles located on the east side of Riverside Street. I presume any reimbursement to the Pacific Power and Light Company for relocating these poles would depend upon the outcome of the suit now under way at Klamath Falls. I would, however, like to know whether our construction in Link River, even assuming that it does raise the tail water at the Company's generating plant, is a legal obligation of the State.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

attach.

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F. 205 (12)

6190

Salem, Oregon
December 11, 1961

Mr. W. T. Wright
Right of Way Engineer
BUILDING

I am attaching a copy of a letter from L. G. Reichert of the Great Northern Railway Company concerning the South Klamath Falls Interchange.

You will note that the Railway Company is refusing to progress the construction agreement until such time as the matter of the Klamath Gas Company is settled.

While I do not believe we should sacrifice anything in our dealings in order to expedite the settlement, yet it would be quite advantageous if we could get the Company to go ahead with the preparation of the agreement.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

December 5, 1961

File: 3280 (Spec.)

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Hwy. Engr.

Dear Sir:

Reference is made to your letter of November 29, file South Klamath Falls Interchange.

We note your request that a construction and maintenance agreement between the State and the Great Northern Railway Company be drafted following the details presented in your petition.

We are progressing this matter with our Legal Department, but it cannot be finalized until the matter of relocating the Klamath Gas Company is concluded. Mr. Wyckoff has noted to us that he verbally informed the State in this matter some time in September, so it appears that any expediting of this agreement is contingent upon the State satisfactorily settling the matter of Klamath Gas Company.

Noting your desire to progress this project in the near future, we request you keep us advised in this matter so we can progress with the least possible delay.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert
k

Assistant Chief Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 6 1961
OREGON
STATE HIGHWAY COMMISSION

GSH/zm
cc: Mr. C. M. Rasmussen
Mr. W. L. Smith
Mr. K. E. Wyckoff
Mr. R. M. Boyd

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Maint
Traffic
Channel.
K. Falls

November 29, 1961

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
King Street Station
Seattle 4, Washington

Re: South Klamath Falls Interchange
Klamath County

Dear Sir:

A hearing was held before the Public Utility Commissioner today on the temporary grade crossing which is a part of the interchange between the The Dalles-California Highway and Main Street in Klamath Falls. No objections were raised at the hearing to any points in our amended petition presented to the Public Utility Commissioner October 16, 1961. I see no reason why the agreement between the State and the Great Northern Railway Company cannot be drawn up following the details presented in the petition.

We want to get this project on in the near future, and anything you can do to expedite the preparation of the agreement will be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. K. K. Wyckoff

Mr. W. C. Williams

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Maint
Traffic
Claims

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September 15, 1961

Mr. K. E. Wyckoff
Assistant to the Chief Engineer
Great Northern Railway Company
175 E. Fourth
St. Paul 1, Minnesota

Dear Sir:

You discussed with me yesterday the South Klamath Falls Interchange, one subject of the discussion being the temporary grade crossing and its affect under federal regulations on allocations of cost when the State proceeds with the completion of the project southerly and the permanent overcrossing of your tracks. Your concern was that the abandonment of this temporary crossing when the project is completed might be construed as the elimination of a crossing and grounds for the assessment of a portion of the overcrossing cost to your company under the federal rules covering grade crossings.

This temporary grade crossing is a part of the stage construction of the project, and the agreement between the State and your company may include a proviso definitely setting forth that this is stage construction, and that the elimination of the temporary crossing upon completion of the entire project is not to be construed as the elimination of a grade crossing authorizing contribution by the railroad company in the permanent crossing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. L. G. Reichert
Mr. C. G. Polk
Mr. W. C. Williams

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6170.

December 7, 1961

Honorable Robert E. Veatch
Mayor of Klamath Falls
Post Office Box 1200
Klamath Falls, Oregon

Dear Sir:

We have your letter of December 4 requesting the services of one of our traffic engineers to work out a one-way grid pattern in the city of Klamath Falls.

We are happy to cooperate with you in your planning. We are assigning the matter to Mr. Gerald K. Attig, Urban Design Engineer, who will enlist the services of such necessary traffic engineering people as may be required. He will be in contact with you and will write a report on this matter.

We wish to advise you at this time that we are, of course, unable to advise as to the date any funds could be programmed for any major improvement, and that a plan derived at this time would obviously require routing over the existing streets.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc to: Mr. Tom Edwards
Mr. G. K. Attig
Mr. F. B. Crandall

TE:jw ae

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 TELEPHONE TUXEDO 4 3161

OFFICE OF THE MAYOR

ROBERT E. VEATCH

December 4, 1961

Mr. Tom Edwards
Chief Construction Engineer
State Highway Department
Salem, Oregon

Dear Tom:

Reference is made to our phone conversation of this date concerning a one-way couplet on Main Street and Klamath Avenue and its mechanical tie in with the proposed northbound off-ramp of the Main Street Interchange.

We wish to make it clear that the City administration of Klamath Falls is unanimous in its cognizance of the need for a one-way grid system for Klamath Falls. It is obvious to all concerned that such a grid system would include one-way traffic on Main Street southbound and one-way traffic on Klamath Avenue northbound. It is also the unanimous feeling that the inclusion of the northbound off-ramp would automatically facilitate the adoption of such a plan. Therefore, we hereby request the aid of the Highway Department through the Traffic Engineering Department in working out the mechanics of the aforementioned grid system.

If you could arrange for one of your traffic engineers to come to Klamath Falls at the soonest possible time, it would be highly appreciated.

Cordially yours,

Bob Veatch

Robert E. Veatch
Mayor

REV:vs

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F-205 (12)

6190

November 30, 1961

2213

Mr. L. L. Shaw, President
Modoc Lumber Company
Post Office Box 152
Klamath Falls, Oregon

Dear Sir:

Reference is made to your letter of November 8 concerning proposed construction and traffic routings in the vicinity of the Main Street crossing to Link River in Klamath Falls.

Enclosed is a copy of a sketch map on which is shown the proposed design we plan to construct in the near future. This plan will carry traffic across Main Street and by means of a temporary connection will connect to South Riverside for through traffic. A ramp is also provided for southbound traffic to loop back to Main Street for entrance into the downtown area of Klamath Falls.

No additional construction in this area will be undertaken until the matter of a Main Street-Klamath Avenue one-way couplet has been resolved one way or another at the local level. The matter of the one-way couplet is a decision that has to be made at local governmental level and by the people who would be affected. As of this date, this has not been done. With the plan that is being sent to you, it will be possible to build the northbound connection into either Main Street or Klamath Avenue whenever such a connection may be deemed necessary.

I trust the above information will be sufficient at this time.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Enc.
cc Robert Veatch, Mayor, Klamath Falls
Robert Walker, County Judge, Klamath Falls
Adolph Zamsky, Director, Klamath County Chamber of Commerce
First National Bank Building, Klamath Falls
Tom Edwards
GKA:jp ms

Annual Capacity
30,000,000 Board Feet

Phone: TUxedo 4-3177
TWX: KF 4097

MODOC LUMBER CO.

Manufacturers of
OLD GROWTH - SOFT TEXTURE
PONDEROSA PINE LUMBER
P. O. Box 152 - 112 No. Fifth St.
KLAMATH FALLS, OREGON

OFFICERS
Laurence L. Shaw, *President*
James O. Gilfillan, *Vice President, Sales, Timber*
John F. Moehl, *Vice President, Operations*

PLEASE RETURN TO
FORREST COOPER

November 8, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attn: State Highway Engineer

Gentlemen:

We understand that there has again come up for discussion possible changes in traffic arrangements in the vicinity of Link River and Lake Ewauna.

We have a substantial lumber operation located on Klamath Avenue, between Link River and Second Street. All of our lumber and logging flow traffic utilizes Klamath Avenue heavily. In fact, our greenchain has been located on this street for over fifty years.

I trust it would be helpful if I sent you a revised sketch of the traffic operating from our plant. This would be a revision from our correspondence about five years ago in which we also stated our essential need for continued two-way traffic on Klamath Avenue. Also, work ingress and egress to our log dump on Ewauna Lake and Link River.

I am enclosing a copy of the 1957 file for your convenience. I note therein that we sent you an aerial photograph of the plant with pencilled notes, which you acknowledged and stated that any further development would be brought to our attention.

Very truly yours,

MODOC LUMBER CO.

Laurence L. Shaw
L. L. Shaw

LLS b
cc Robert P. Veatch, Mayor Klamath Falls
cc Robert Walker, County Judge, Klamath Falls
Adolph Zamsky, Director Klamath County
Chamber of Commerce
First Nat'l Bank Bldg

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

2

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NOV 29 1961

FOR FILING

November 28, 1961

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
King Street Station
Seattle 4, Washington

Main St.
Re: North Klamath Falls Interchange
The Dalles-California Highway
Klamath County

Dear Sir:

Reference is made to your letter of November 27, 1961 concerning the establishment of a haul road crossing of your spur track south of Main Street in Klamath Falls. The terms under which you will grant a permit as set forth in the above-cited letter are satisfactory.

I understand this permit is to be issued to our contractor, and that he is to make direct application to Mr. W. L. Smith, Superintendent, Klamath Falls, when our contract is awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ac

cc to: Mr. K. E. Wyckoff
Mr. W. L. Smith
Mr. W. C. Williams

GREAT NORTHERN RAILWAY COMPANY
ENGINEERING DIVISION
Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington
November 27, 1961

File: 3280 (Spec.)

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Main Street Interchange
Klamath Falls

Attention: Mr. G. S. Paxson
Asst. State Highway Engr.

Dear Sir:

Reference is made to your letter of November 17th, and also your phone conversation regarding a haul road permit across our track south of Main Street in Klamath Falls, Oregon.

We have attached an approved estimate of cost to cover temporary plank private crossing for haul road purposes. Also listed are special provisions to be included in permit.

TEMPORARY CROSSING PERMIT

It will be necessary for the Contractor to obtain a temporary crossing permit for a haul road at Highway Station 139+72.23 P.O.C. = G.N. 67+66.74 from the Great Northern Railway Company, hereinafter referred to as the "Railway Company."

All costs of obtaining the temporary crossing permit shall be at the Contractor's expense and shall be considered incidental to the improvement. The following is information pertaining to work and costs obtained from the Great Northern Railway Company:

1. Constructing and removing 80 foot plank crossing including rental of equipment, payroll additives and sales tax: $620.00.

2. Flagging services necessary - estimated
    Class of workman - Track labor
    Number - One
    Straight time rate - $2.17 per hour
    Overtime rate - One and a half straight time
    Application - After 8 hours & Saturday & Sunday
    Labor additives - 30%

Additional flagging will be ordered if Contractor's work would imperil operation of the trains. In addition the Contractor shall be responsible for cleaning the flangeways and clearing crossing of any obstruction in advance of train passing over the crossing.

3. Number of trains: Two trains a week each way. This may be increased if demand for service increases.

4. Cost of permit: $10.00

5. Application to be made for temporary permit to:

   Mr. W. L. Smith, Supt.
   Great Northern Railway Company
   Klamath Falls, Oregon

   All details should be given, that is, date crossing should be available, how long necessary, extent of use, name of company and correct address.

   The Contractor shall cooperate with the Railway Company and so conduct his operations that the necessary construction and removal of facilities can be accomplished without interruption of service.

   The Contractor shall have no claim by reason of the operations of the Railway Company in the construction and the removal of its facilities except that in the event the operations of the Railway Company above referred to result in a delay to the Contractor on this improvement, an extension of time will be granted equal to the time actually lost as a result of such delay. No such delay shall constitute a claim against the State for additional compensation.

INSURANCE POLICIES

The following protection shall be furnished by the Contractor to cover his direct liabilities and that of his subcontractor or subcontractors, and to protect the Railway Company and any other company lawfully using the tracks or occupying the right of way of said Railway Company as hereinbefore provided.

1. Contractor's Public Liability and Property Damage Liability Insurance
   Before beginning work on this project, the Contractor shall furnish to the Engineer 3 copies of evidence that with respect to the operations he performs, he carries Contractor's Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and Contractor's Property Damage Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit per accident, a total (or aggregate) limit of $500,000 for all damages arising out of injury to or destruction of property during the policy period.

INSURANCE POLICIES (Cont'd)

If any part of the work is sublet, similar insurance shall be provided by or in behalf of the subcontractor to cover his operations.

2. Contractor's Protective Public Liability and Property Damage Liability Insurance
Before beginning work on this project the Contractor shall furnish to the Engineer 3 copies of evidence that with respect to the operations performed for him by a sub-contractor, he carries in his own behalf Contractor's Protective Public Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of $500,000 for all damages arising out of bodiliy injuries to or death of two or more persons in any one accident, and, Contractor's Protective Property Damage Liability Insurance providing for a limit of not less than $250,000 for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit per accident, a total (or aggregate) limit of $500,000 for all damages arising out of injury to or destruction of property during the policy period.

3. Railroad Protective Liability Insurance
The Contractor shall protect the Great Northern Railway Company, and any other railroad company lawfully occupying or using the right of way or trackage of said railway, against all loss and damages arising from the activities of the Contractor or his forces or any of his subcontractors or agents.

The Contractor shall furnish for the Railway Company the original and 2 certified copies of a Railroad Protective Liability Insurance Policy, naming the Railway Company as the insured and providing for the protection of the Railway Company in the manner and form described in the "Railroad Protective Liability Form" as set forth hereinafter.

Said insurance shall be executed by a corporation qualified to write insurance in the State of Oregon in form and substance satisfactory to the said Railway Company and shall be delivered to the Engineer.

The Engineer will submit the insurance to the Railway Company for approval and the Contractor shall not enter or use the said Railway Company's property until he has been notified by the Engineer of the Railway Company's approval.

The various blank sections of the "Railroad Protective Liability Form", a sample of which is contained in these special provisions, shall be completed in the following manner:

Item 1: Insert the following:

The Great Northern Railway Company, and any other railroad company using the property of said railway company with its permission, Address: 175 East 4th Street, St. Paul 1, Minnesota.

Item 3: The limits of the insurance company's liability under this policy to the insured shall be not less than $250,000 for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total of $500,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident and not less than $250,000 for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit for any one accident a total limit of $500,000 for all damages arising out of injuries to or destruction of property during the policy period.

These limits shall be inserted in the appropriate blanks.

Item 6: Designation of the Job Site and Description of Work:
All work and operations involved in, relating, pertaining, or incidental to the improvement of Klamath Falls West Side By-Pass Interchange Grade Crossing Project under contract No. (enter Contract No.) between the parties designated under Items 4 & 5, executed (enter date of execution of the contract) where Klamath Falls West Side By-Pass Interchange Grade Crossing Project will cross the track and Right of Way of the Railway Company at Klamath Falls, Oregon, located at Highway Station 139+72.23 P.O.C., and Railway Station 67+66.72 in Section 32, Township 38 South, Range 9 East W. M.

If this meets with your approval, please advise so that we may expedite further handling.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert

Assistant Chief Engineer

RECEIVED
NOV 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

GSH/zm
Att.
cc: Mr. K. E. Wyckoff
Mr. W. L. Smith

ESTIMATE

Construct temporary 80 foot plank crossing for contractors haul road for construction of State Highway.

	LABOR	MATERIAL
2184 fbm plank and shims		225
Hardware		35
Place and remove crossing	250	
Equipment Rental		10
Labor Additives	94	
Contingencies	6	
	350	270 350
TOTAL DEPOSITS		$ 620

Applicant to do necessary grading.

RECEIVED
NOV 17 1961
FOR FILING

Main
Traffic
Channels

Klamath Falls

November 17, 1961

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
King Street Station
Seattle 4, Washington

Re: Main Street Interchange
Klamath Falls

Dear Sir:

I discussed with you by telephone the matter of a haul road permit across your track south of Main Street in Klamath Falls. The situation is as follows.

We are awarding a contract for the north interchange in Klamath Falls and will have a considerable excess of material from the grading. Rather than waste this material, we would like to place it on our eventual highway line south of Main Street. The bridge across Link River has not been built, and the only access to this section of our future highway alignment is via Riverside Street and thence across your spur track to our highway location. We are asking that we be granted a haul road permit enabling our contractor to haul the material across your track.

I attach hereto a copy of our Drawing 8B-23-10, which is a vicinity map showing the temporary crossing of your track, for which a Public Utility Commissioner's hearing will be held on November 29. The haul road crossing would be at the same location at which this temporary crossing will be built, and the grade lines approaching your track will be the same as those shown on the drawing.

We would very much appreciate the receipt of this haul road permit, as we will be opening bids on the work north of Klamath Falls on December 6.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. K. E. Wyckoff
Mr. W. C. Williams

RECEIVED
AUG 2 1961
FOR FILING

FORM E-123
COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

[illegible]

July 31, 1961

Mr. W.L. Smith
Superintendent
Great Northern Railway Company
P.O. Box 910
Klamath Falls, Oregon

Subj: Main Street Interchange
West Side By-Pass, Klamath Falls

cc

Dear Sir:

I am sending to you herewith six copies of the plans and profiles of the proposed Main Street Interchange on the West Side By-Pass in Klamath Falls.

The property owned by the Great Northern Railroad Company which is occupied by the Shell Service Station and a portion of that which is occupied by the Klamath Gas Company we propose to purchase from your company. The portions of Lots 11 through 17, which we need for temporary connection from the main roadway to Riverside Street, would require a temporary easement only, this easement to be in effect until such time as the proposed highway is completed to the south of this point. The proposed grade crossing of the spur would also be of a temporary nature and would be removed along with the temporary roadway when the future construction to the south is completed and open to traffic.

Mr. G.K. Attig of the Oregon State Highway Department discussed this situation with Mr. Kahl of your office on July 20th, at which time Mr. Kahl requested six copies of the plans and profiles so that your office could forward them to headquarters for their decision.

Very truly yours,

W.C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

NOTED

GKA:jp
Attach
cc: G.S. Paxson

RECEIVED
AUG 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 25 1961
FOR FILING
F-205(10)
61-7[illegible]

Salem, Oregon
July 25, 1961

Mr. Glen Sorenson

Klamath Falls West Side
Bypass Section
The Dalles-California Highway
Klamath County

The State proposes to build an interchange connecting the West Side Bypass of the The Dalles-California Highway in Klamath Falls with Main Street. This interchange will require the installation of a grade crossing of an industrial spur track of the Great Northern Railway Company. Our future plans are to construct the The Dalles-California Highway on to the south from this crossing, and when this future construction is done, the grade crossing of the connection to Riverside Street will be abandoned. We can make no definite commitment as to time of our future construction but can say that when it is done, the crossing will be removed and the easement across the right of way eliminated. It would be appreciated if you would make application to the Public Utility Commissioner for an order authorizing the installation of the grade crossing.

The crossing is in the SW¼ of Section 32, T. 38 South, Range 9 East. It is located in Lot 12 of Block 3, West Klamath Falls, Klamath County, Oregon. The intersection of the railroad centerline and the highway centerline is at Railroad Station 67+66.74 and Highway Station B 139+79.23. The angle between the railroad centerline and a tangent to the highway curve is 48° 24' 33" in the northeast quadrant. The railroad track is on a descending grade to the south of approximately 0.5 per cent. The highway is on a vertical curve whose tangents descend at 3.76 per cent from the north and ascend at 2.5 per cent toward the south. The grade of the highway surface in the vertical curve at the crossing is approximately 0.2 per cent descending toward the south. The State proposes to construct a 4-lane crossing of the track, each lane being 12 feet in width, with 6-foot shoulders on each side. The outside lanes in each direction are stopping lanes so that trucks carrying inflammable materials and buses may stop for the crossing in accordance with State law without interfering with traffic on the interior lanes. A section at right angles to the highway centerline at the crossing is shown on the attached vicinity map. We are advised that the railway movements at this point are approximately 100 per year, and that they are slow-moving freight traffic switching cars into the Klamath Gas Company plant and to the Oregon Equipment Company warehouse. The highway traffic is estimated at 1200 ADT. Adequate sight distance is provided at the crossing. The sight distance from points 50 feet and 500 feet approaching the crossing from the north is continuous to the north end of the track and unlimited toward the south. Sight distance from points 50 feet and 500 feet approaching the crossing from the south is continuous to the north end of the track and unlimited southerly along the track. In view of excellent sight distance and the very limited rail traffic, we do not believe that signals are called for and propose that the crossing be protected by reflectorized cross-bucks.

This is to be a federal-aid project under federal regulations, and, since no existing crossing is to be closed, federal rules are that no benefit occurs to the Railway Company, and no financial cooperation will be requested. It is proposed that all costs be paid by the State from State and Federal funds, and that the Railway Company be reimbursed under provisions of the Bureau of Public Roads' PPM 30-3 for any costs which they may incur in connection with the project. It is requested that at State expense they install creosote-treated ties in the section under the highway pavement and place their ballast in condition to adequately support a pavement across their tracks.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

9

RECEIVED
JUL 25 1961
FOR FILING

F-3-5(A)

61

July 25, 1961

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
306 King Street Station
Seattle 4, Washington

Re: Klamath Falls West Side
Bypass Section
The Dalles-California Hwy.
Klamath County

Dear Sir:

The State proposes to construct an interchange with the West Side Bypass of Klamath Falls by the The Dalles-California Highway, which will involve your property lying easterly of Riverside Street and southerly of Main Street in Klamath Falls. I am attaching hereto a print from our Drawing 7B-31-8 on which are shown two parcels of your property which will be affected.

Parcel No. 1, colored in brown on the attached map, is a parcel which we desire to purchase in fee from your company. We propose to construct a southbound ramp connecting with Main Street across this property, and in a future project to construct a ramp leading from Main Street to the The Dalles-California Highway accommodating southbound traffic destined to the The Dalles-California Highway. You now have this property under lease to the Klamath Gas Company, and it will be necessary that their lease be extinguished. Our engineers have met with these people, and it appears feasible that they can be relocated south of the Oregon Equipment Company warehouse on vacant property which you now own. Our construction will also involve the removal of approximately 160 feet of track now serving the Gas Company.

Parcel No. 2 is for a connection between the The Dalles-California Highway and Riverside Street. It is shown in green on the attached map. We propose that this connection be established as a grade crossing of your tracks and remain in use until such time as a continuation of the The Dalles-California Highway is constructed leading southerly on the easterly side of your track and west of Lake Ewauna. At such time as this extension is completed, the grade crossing can be closed and the easement to us for use of the crossing terminated.

I am attaching hereto copy of descriptions of both parcels as prepared by our Construction Division.

Since this grade crossing will be a public road, it will be necessary that we apply to the Oregon Public Utility Commissioner for an order authorizing the crossing. I attach hereto a print from a vicinity map of the proposed highway crossing dated June 1961. Copies of this map will be presented to the Public Utility Commissioner with the request for a hearing and an order covering the matter. I understand that your total train movements over the site of this crossing are approximately 100 per year, and in view of this very limited train traffic, we propose that the crossing be protected by reflectorized cross-bucks.

We propose to finance this project from federal-aid funds, and since it eliminates no existing crossing of your tracks, federal rules will not require any financial participation in the project. This entire matter was discussed on the ground by our Mr. Attig at a meeting with Mr. Hand, Assistant Superintendent, Great Northern Railway Company, Klamath Falls, and I believe your Klamath Falls office is completely familiar with our plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. L. Smith, Superintendent
Great Northern Railway Company
Post Office Box 910
Klamath Falls, Oregon

Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

DESCRIPTION ONLY

Great Northern Railroad Company
Main Street Interchange Section
Klamath County

File No. 23146
RR 6-27-61
7B-31-8
The Dalles-California Highway

R/W & Easement

PARCEL NO. 1
A parcel of land lying in Lots 1, 2, 3 and 4, of Block 3, West Klamath Falls, Klamath County, Oregon, the said parcel being described as follows:

Beginning on the Westerly line of said Lot 1, at a point North 6° 45' West, 65 feet from the Southwest corner of said Lot 1; thence North 6° 45' West, along the Westerly line of said Lot 1, 45.1 feet to the Northwest corner of said Lot 1; thence North 66° 30' East, along the Northerly line of said Lot 1, a distance of 145 feet; thence South 17° 50' East, 317.6 feet; thence South 6° 45' East, 30 feet; thence Northwesterly to the Northerly line of said Lot 4 at a point 180 feet Easterly (when measured along the Northerly line of said Lot 4) from the Northwest corner of said Lot 4; thence Westerly along the Northerly line of said Lot 4, a distance of 10 feet; thence Northwesterly in a straight line 282 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 31,100 square feet, more or less.

PARCEL NO. 2 A temporary easement for a temporary connection, over or on the following described parcel, to-wit:

A parcel of land lying in Lots 11, 12, 13, 14, 15, 16 and 17 of Block 3, West Klamath Falls, Klamath County, Oregon, the said parcel being described as follows:

Beginning at the Southwest corner of said Lot 17; thence Northerly along the Westerly line of said Block 3, a distance of 400 feet to the Northwest corner of said Lot 13; thence Easterly along the Northerly line of said Lot 13, a distance of 40 feet; thence Northeasterly in a straight line to the Easterly line of said Lot 11, at a point 40 feet Northerly (when measured along said Easterly line) from the Southeast corner of said Lot 11; thence Southerly along the Easterly lines of said Lots 11, 12 and 13, a distance of 140 feet; thence Southwesterly in a straight line to the Southerly line of said Lot 13 at a point 60 feet Westerly (when measured along said Southerly line) from the Southeast corner of said Lot 13; thence Southwesterly in a straight line to the Northerly line of said Lot 15 at a point 75 feet Easterly (when measured along said Northerly line) from the Northwest corner of said Lot 15; thence Southwesterly in a straight line to the Southerly line of said Lot 15, at a point 40 feet Easterly (when measured along said Southerly line) from the Southwest corner of said Lot 15; thence Southwesterly in a straight line to the place of beginning.

The parcel of land to which this description applies contains 40,200 square feet.

lw/lj

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1961

SUBJECT: File No. 23146 - Great Northern Railway Company
Klamath Falls-West Side Bypass Section
The Dalles-California Highway
Klamath County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

In January of this year I forwarded descriptions and maps to the Great Northern Railway Company covering property which we needed in connection with the Main Street Interchange project in Klamath Falls.

Shortly after sending the maps and descriptions it was found that a change in the design of this interchange was advisable. I notified the Railway Company that new descriptions and mapping would be transmitted when available. Our original plan was to acquire property in fee, and on this basis I was corresponding with Mr. R. M. Boyd, Western Land and Tax Commissioner for the Railway Company.

After checking our revised description and maps, I find that the area needed to accommodate our latest design has been described in two parcels. Parcel No. 1 is shown as right of way and easement and Parcel No. 2 a temporary easement for a connection which will eventually be removed. This temporary connection is to be a grade crossing.

In view of these facts, I believe that it would be advisable for you to handle the negotiations with the Railway Company as the taking will, no doubt, be included in the agreement to be entered into with the Railroad Operating Section.

I have not requested the preparation of vicinity or encroachment maps as I felt that the determination of the need for such mapping could better be made by you. Our appraiser will make a determination of the value of the property involved and upon receipt of such figure, I will transmit it to you for your use in negotiations.

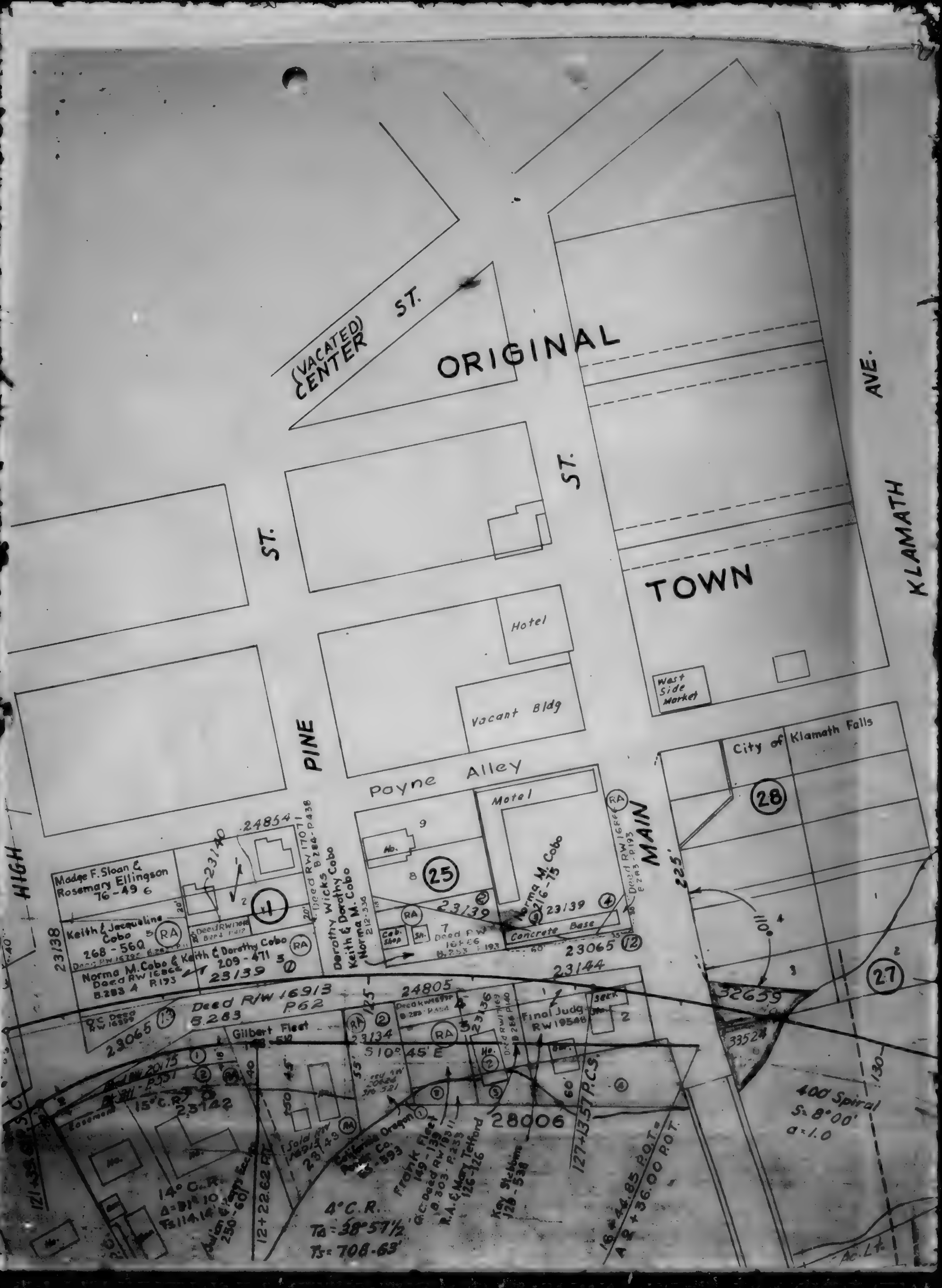
Descriptions and a section of the right of way map are attached.

L. I. LINDAS
Chief Counsel

By D H Moehring
D. H. Moehring
Assistant Right of Way Engineer

RECEIVED
JUL 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:mr
Attachments
cc: Mr. L. I. Lindas


ORIGINAL
TOWN
(VACATED)
CENTER ST.
ST.
PINE ST.
MAIN ST.
KLAMATH AVE.
HIGH
Hotel
Vacant Bldg
West Side Market
Payne Alley
Motel
City of Klamath Falls
28
25
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27
24854
23140
Madge F. Sloan & Rosemary Ellingson 76-49 6
Keith & Jacqueline Cobo 268-560
Norma M. Cobo & Keith & Dorothy Cobo 209-471
Deed RW 16868 B.283 A P193
23139
23138
Dorothy Wicks Cobo
Keith & Dorothy Cobo
Norma M. Cobo 212-336
Deed RW 17071 B.284 P.438
Norma M. Cobo 216-75
Deed RW 16866 B.283 P.193
Deed RW 16866 B.283 P.193
Concrete Base
Cab. Shop
Sh.
No.
RA
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Q.C. Deed RW 16999
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Gilbert Fleet
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S10° 45'E
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127+13.57 P.C.S.
16+44.85 P.O.T. = A2+36.00 P.O.T.
Deed RW 20175
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Easement
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Δ=81° 10'
Ts 114.14'
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Sold RW 16913
23143
California Oregon Power Co.
Frank Fleet 149-139
Q.C. Deed RW 18811 B.303 P.233
R.A. & Mary Telford 126-126
Kay Stebbins 126-538
4° C.R.
Ta = 38° 57½'
Ts = 708.63'
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32659
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225'
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400' Spiral
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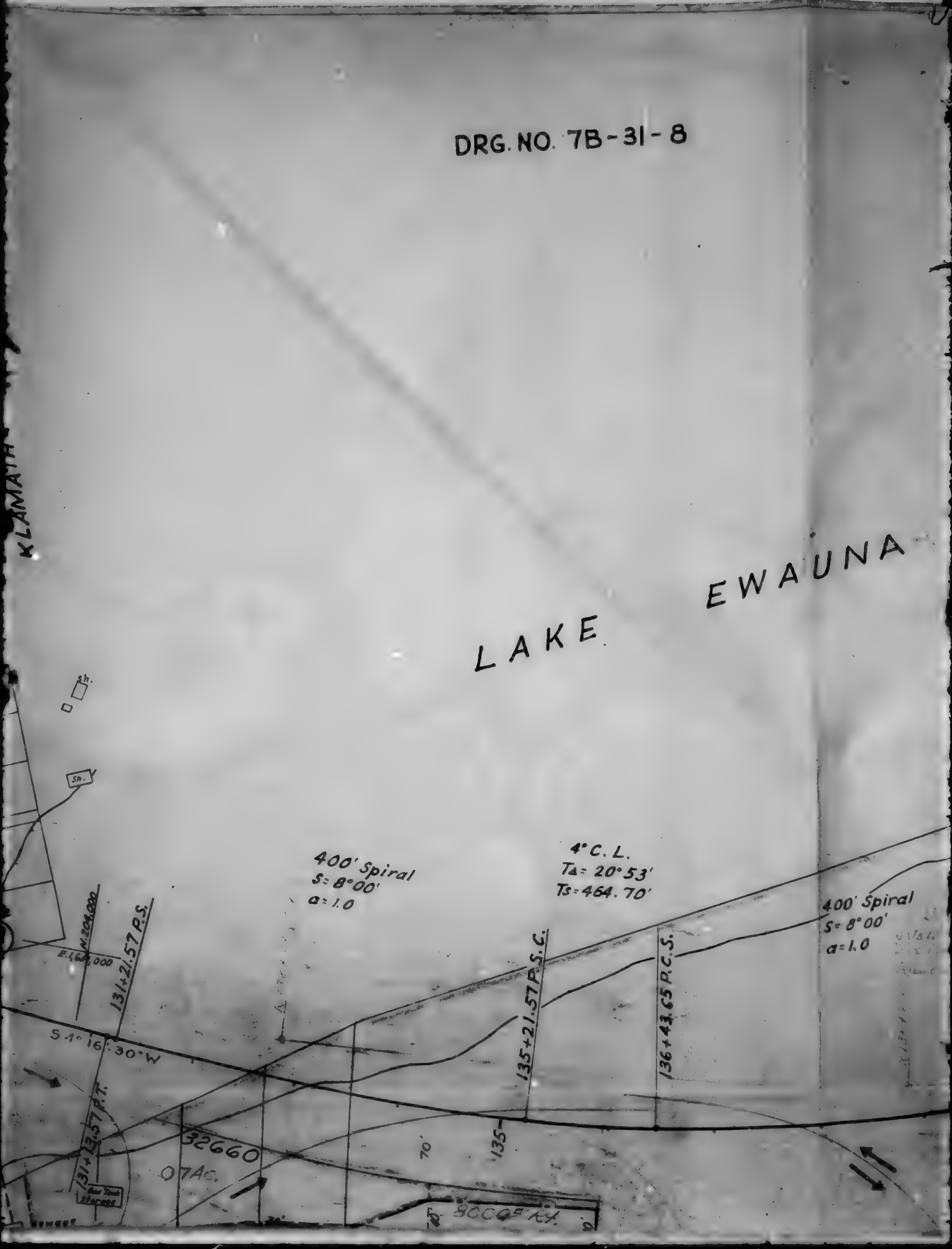
a = 1.0
130
Ac. Lt.

DRG. NO. 7B-31-8


KLAMATH
LAKE EWAUNA
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Sh.
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E.1,464,000
131+21.57 P.S.
S 41° 16' 30" W
131+13.57 P.T.
Gas Tank Storage
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4° C. L.
TΔ=20°53'
Ts=464.70'
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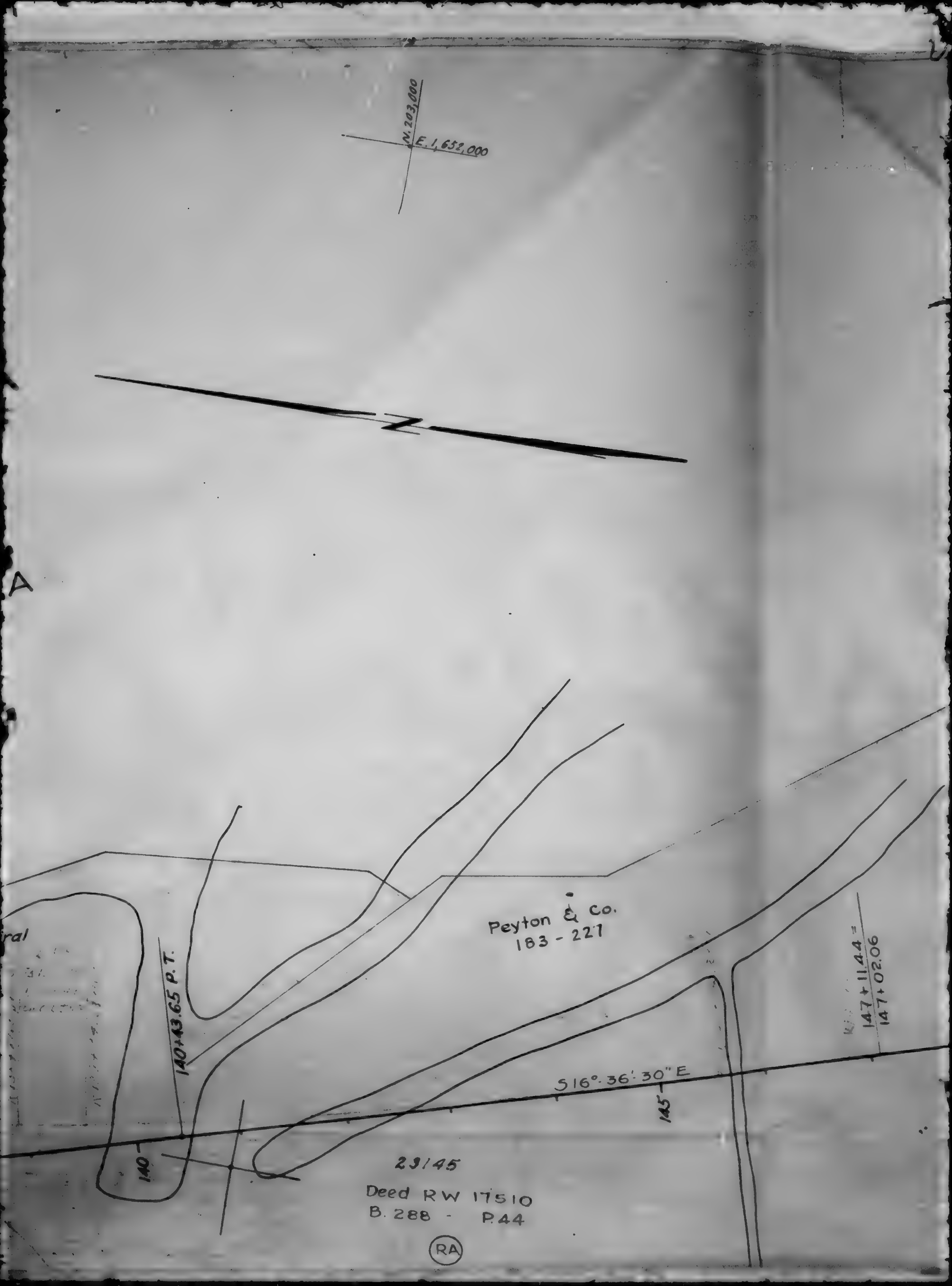
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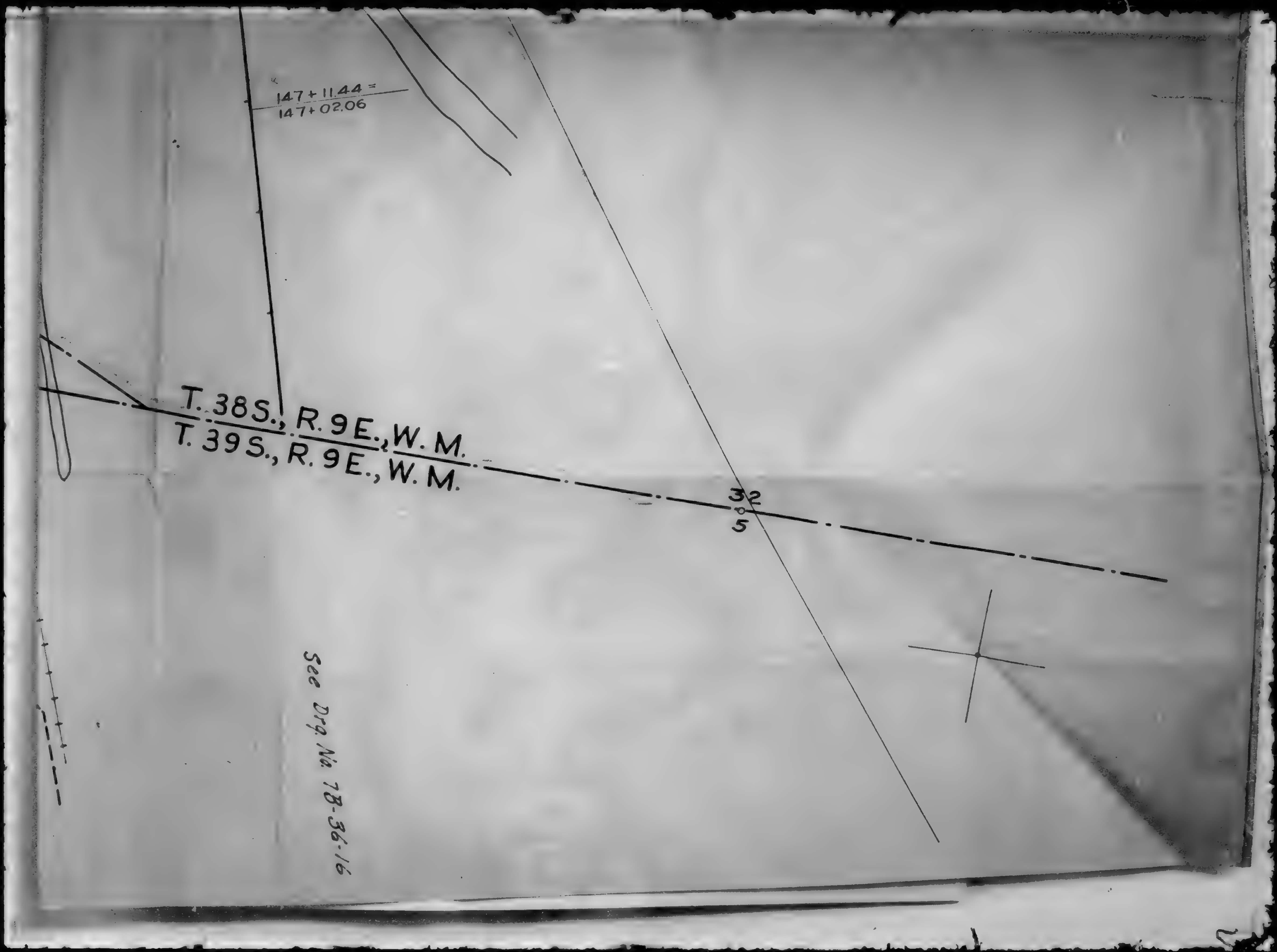
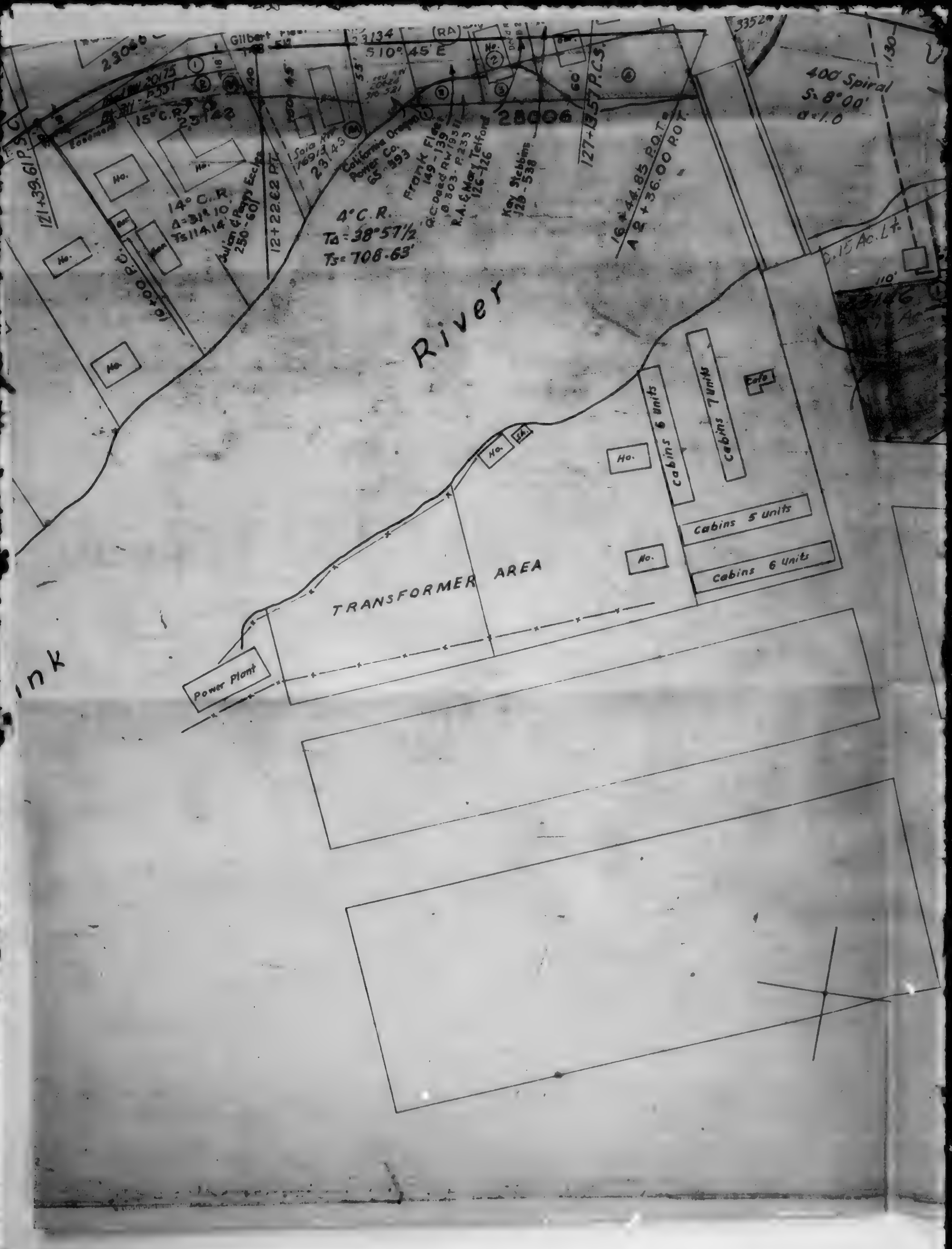


See Drg. No. 7B-36-16

Gilbert
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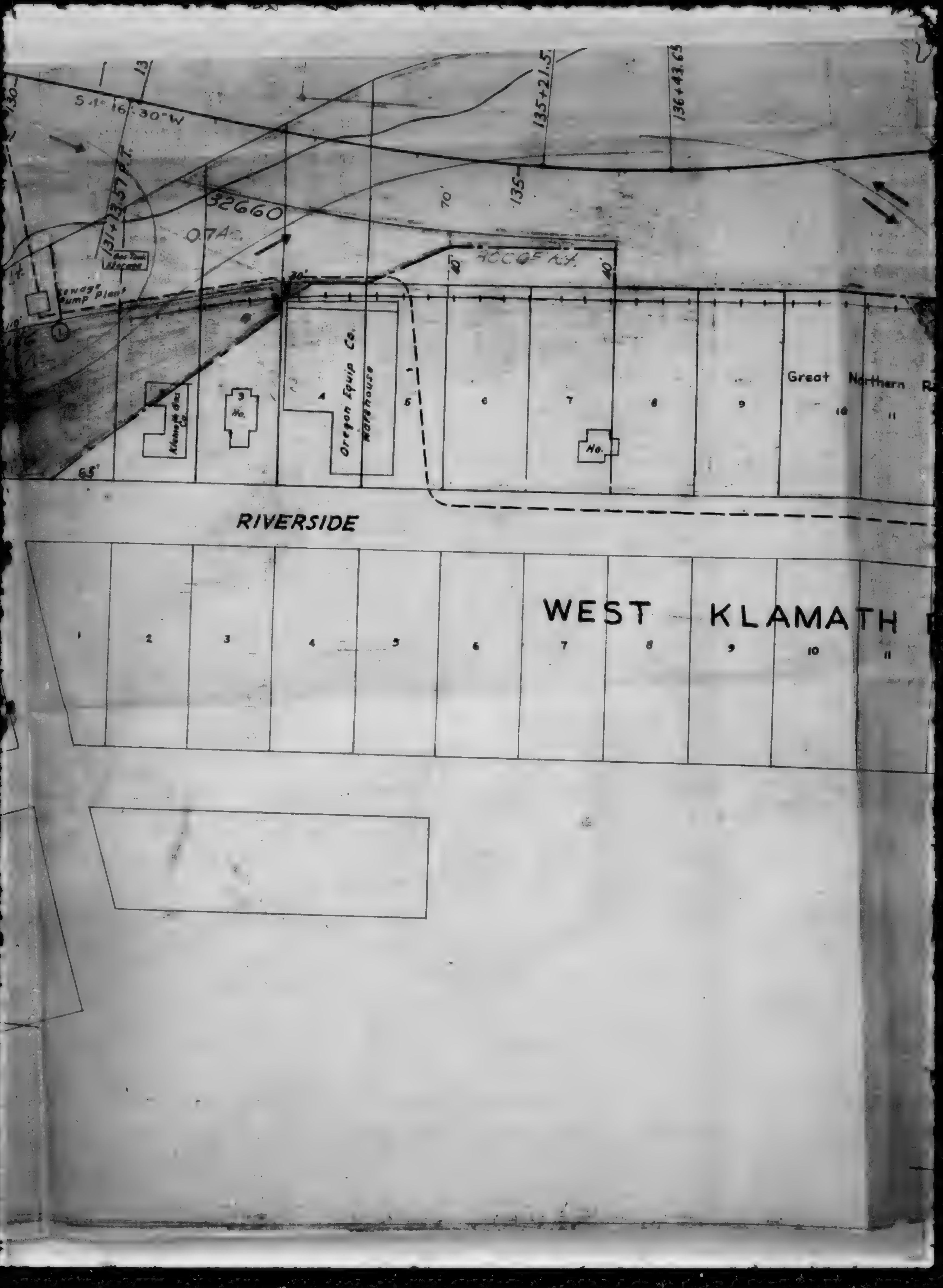

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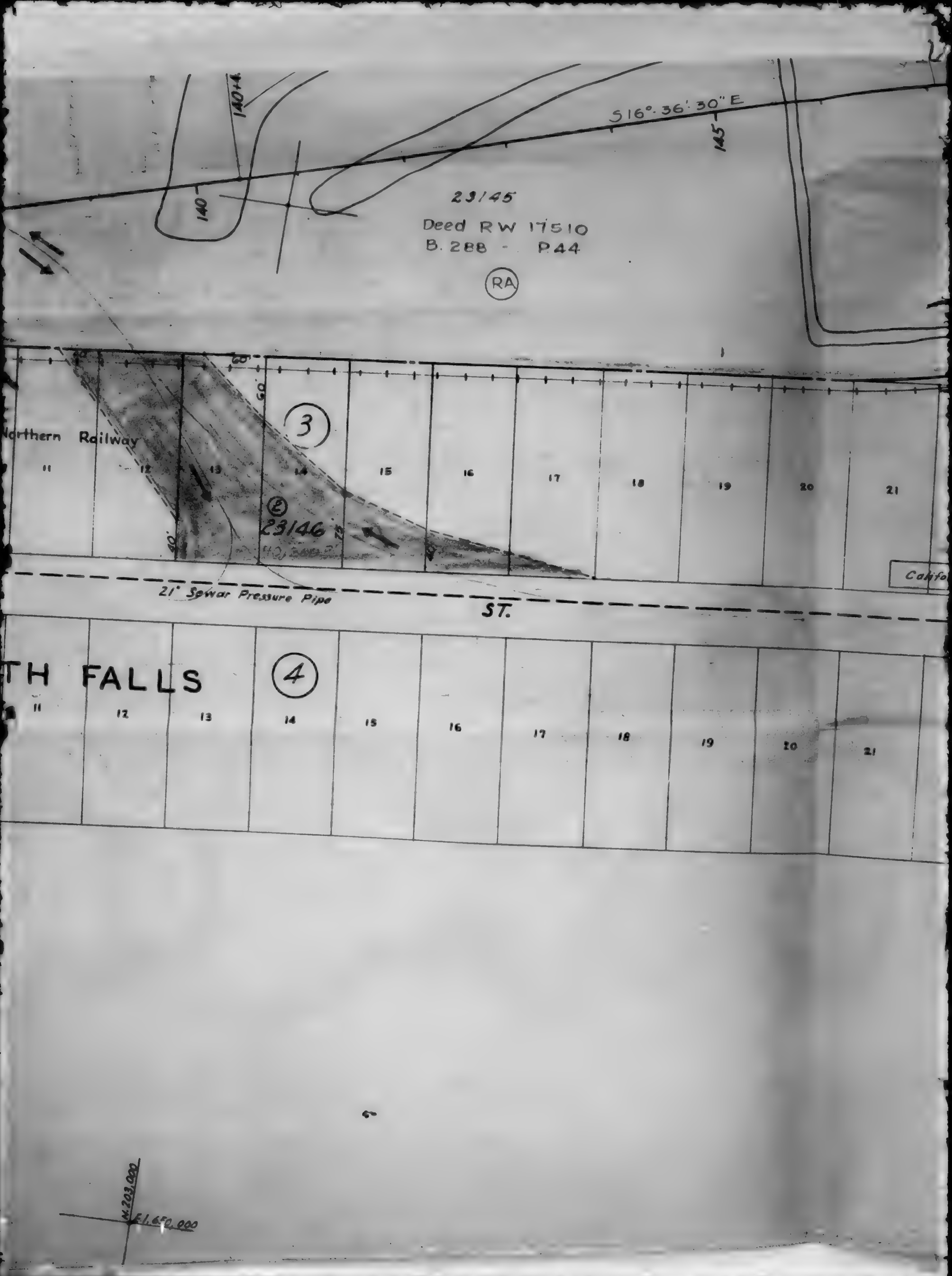
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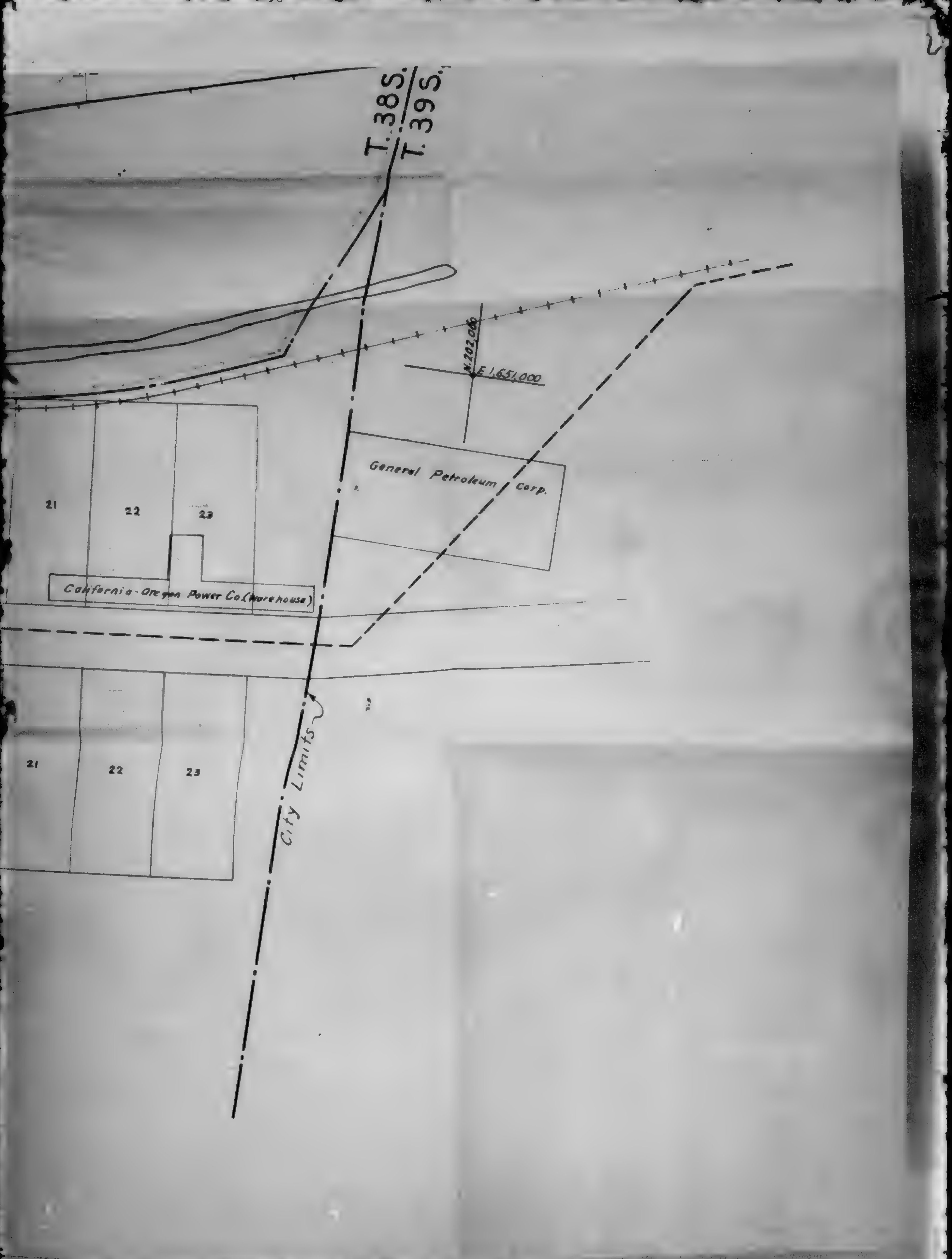
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California-Oregon Power Co.(warehouse)
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City Limits

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E-205 (12)

FORM E-30A [illegible] 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1961

SUBJECT: The Dalles-California Highway
Main Street Interchange
Klamath Falls

To:

Mr. Tom Edwards
Construction Engineer
OFFICE

In accordance with the verbal request from Mr. Attig of the Construction Division to Mr. Stein of the Traffic Engineering Division, we have computed the Annual Road User Costs for the third proposal of the Main Street Interchange on The Dalles-California Highway in Klamath Falls.

The Annual Vehicle Operating Costs are based on time and distance only, and the Annual Capital Costs are based on a total construction cost of $1,006,000. This cost does not include Right of Way Costs which were not available.

It was assumed that traffic desiring to move from the south on The Dalles-California Highway to the area of Riverside Street could make a left turn at point "F" shown on the attached sketch.

Attached herewith is a tabulation of the Annual Road User Costs and a sketch showing the third proposal. Please attach these data with the data submitted February 24, 1961 covering proposals one and two.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

GLS:dh
Attachments
cc: Forrest Cooper (Attach.) ✓
G. S. Paxson (Attach.)

NOTED
FO[illegible]PER

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OFFICE OF
[illegible] ENGINEER

Road User Costs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

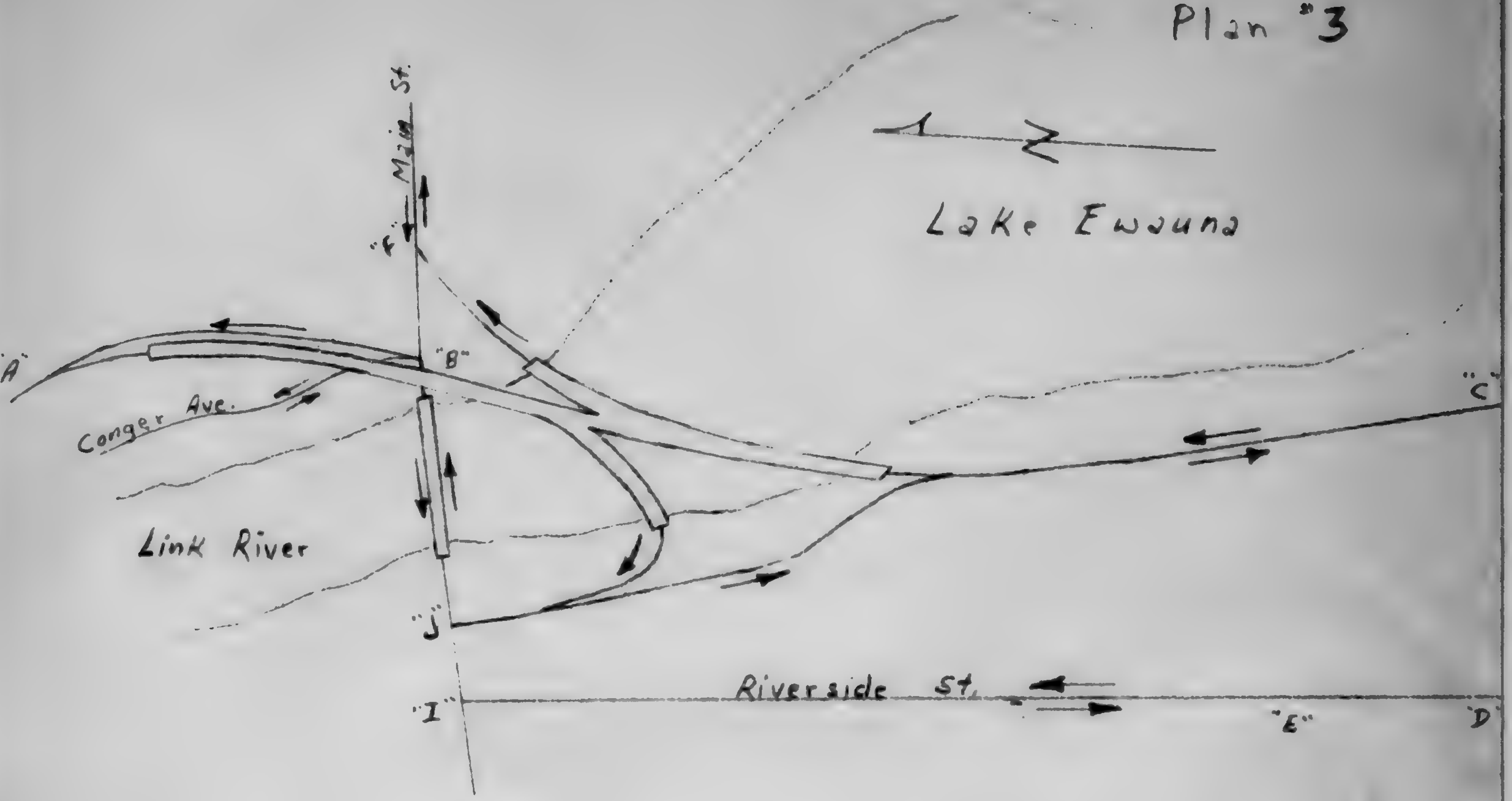
HIGHWAY PROJECT ANALYSIS

Main Street Interchange
Klamath Falls
March 23, 1961

ITEM	ROUTES			
	Plan No. 3			
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles......	$ 81,301			
b. Light trucks...........	$ 1,128			
c. Heavy trucks............	$ 14,872			
d. Busses..................	$ 1,244			
e. Total...................	$ 98,554			
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 252,907			
b. Rise and Fall Costs.....	$			
c. Alignment Costs.........	$			
d. Traffic Stop Costs......	$			
e. Accident Costs..........	$			
f. Total...................	$ 252,907			
TOTAL ANNUAL VEHICLE OPERATION COSTS $(A_e + B_f)$.......	$ 351,461			
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs...........	$ 51,306			
b. Maintenance Costs.......	$ 2,571			
c. Operation Costs.........	$ 966			
TOTAL ANNUAL HIGHWAY COSTS..	$ 54,843			
III. ANNUAL ROAD USER COSTS (I + II).	$ 406,304			

Sketches
Main St. Interchange
Klamath Falls
3-22-61

Plan #3



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MAR 17 1961
FOR FILING

Maint
Traffic S
Channel

K. Falls

REFERRED 3-10-61
TO Mr Cooper
FOR information on Legal aspects of acquiring Railroad property at Main Street interchange in Klamath Falls.
PLEASE REPLY BY
DAVID H. MOEHRING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1961

SUBJECT: OPINION
File No. 23146 - Great Northern Railroad Co.
Main Street Interchange Section
The Dalles-California Highway
Klamath County

To: Mr. Walter Wright
Right of Way Engineer
OFFICE

Regarding your request of March 1, 1961, relating to the compensability of the severance damages in connection with the proposed Main Street Interchange Section of The Dalles-California Highway in Klamath Falls, as a throughway, the following is submitted.

The proposed interchange would require the acquisition by the state of a parcel of railroad property upon which a spur track is located which provides two businesses with railroad freight service. Since no overhead or underpass is planned, the acquisition would terminate this service. It is my belief that before getting into the extremely complicated appraisal problem of the value of the railroad right of way, including the severance damage to the same, which in this instance includes the severing of industrial properties owned and leased by the railroad as well as the railroad right of way property, we should determine whether we can even acquire the railroad property.

As to the general authority of the State Highway Commission to condemn railroad property, ORS 366.335(1), (2), and (3), would be applicable in this case:

> "366.335. Acquisition of railroad right of way; exchange of land therefor. (1) Whenever in the location, relocation, construction or betterment of any highway within the state, it is deemed necessary to locate, relocate or construct the highway, or any part thereof, upon the right of way of any railroad company, the state, through the commission may negotiate and agree with the railroad company for the right to use or occupy the right of way, or so much thereof as is necessary for highway purposes.
>
> "(2) In case no satisfactory agreement can be effected, then the state, through the commission, may acquire the right of way by exercise of the power of eminent domain, and for that purpose may commence and prosecute condemnation proceedings to acquire the right to the use and occupancy of sufficient of the railroad right of way for highway purposes. The commission may, whenever such proceedings are necessary on behalf of the state, request the Attorney General to institute and prosecute the necessary proceedings to acquire the right of way.

NOTED
C. S. PAXSON

Pdx 504
For your general Info

> "(3) Nothing in this section authorizes the use or occupancy of the railroad right of way which would interfere with the operation of the railroad or its necessary appurtenances, taking into consideration the use of the railroad right of way by the company for yards, terminals, station grounds and necessary additional trackage, or which would jeopardize the safety of the public."

However, as this is a throughway the provisions of ORS 374.020 would also apply:

> "*374.020. Interference with railroad facilities prohibited*. No throughway shall be established upon or across the tracks, yards, station grounds or other operating properties of any common carrier railroad, or upon or across any industrial or business property served by railroad industrial trackage, or upon or across any property at such a location as to unduly interfere with the reasonable access of shippers, passengers or the public to railroad depots, team tracks or other facilities for receiving or delivering freight or passengers transported by railroad unless the State Highway Commission and the railroad agree on a proposed throughway project, or unless the Public Utility Commissioner finds by order, upon petition of the State Highway Commission, after notice to the railroad and hearing in accordance with his rules of practice, that public convenience and necessity so require."

In construing statutes relating to the condemnation of railroad property the courts have been very strict. Nichols on *Eminent Domain*, Vol.1, Page 148, Sec. 2.2(4) states:

> "The use by a railroad company which protects its land from condemnation under general authority, except for crossings, is not restricted to the operation of its main line, but extends to all the space occupied by appliances necessary for the sucessful operation of the road, such as its freight yards, side tracks and spur tracks."

Am. Jur., Vol.18, Page 727, 728, Sec. 101, states:

> "A highway may be established across a railway and the land of the company condemned for that purpose, subject generally to the limitation that the crossing must occur at a point where the use of the highway or street will not deprive the railroad of the use of its tracks."

In *Cemetery Company v. Warren School Township*, 139 N.E.2d 538, 236 Ind. 171 (1957), the court said:

> "To use the determination of the relative values and importance of different public uses, one of which will be inconsistent with or destroy another, is purely a legislative matter, one of policy to be determined in legislative halls and not in the courtroom. To assume such a task would embroil the courts in a confusing administrative and legislative function differing but little in character from that in determining what are reasonable rates to be charged by a utility."

In City of Goldsboro v. Atlantic Coast Line Railroad Company, 97 S.E. 2d 486, 246 N.C. 101, (1957), the court stated:

> "Ordinarily land devoted to the public use can not be taken for another public use unless express or implied legislative authority has been given which authorizes such taking."

Even if the railroad company consented to our acquiring the property in question under the provisions of ORS 763.040, the construction would have to be approved by the Public Utility Commissioner.

> "763.040. Construction and alteration of crossings above or below grade. (1) No highway shall be constructed across the track of any railroad company above or below grade, nor shall the track of any railroad company be constructed across a highway above or below grade, without having first secured the permission of the commissioner. If permission is granted, the commissioner shall, after a hearing, prescribe the terms and conditions upon which such crossing shall be made.
>
> "(2) The commissioner may also, after a hearing, alter or change any crossing constructed where a highway crosses the track of a railroad company above or below grade, or where the track of a railroad company crosses a highway above or below grade, when, in his opinion, the public safety, public convenience and the general welfare require such alteration or change. The commissioner shall prescribe the manner in which such alteration or change shall be made."

There is a possibility also that the two businesses which would have their freight service terminated by the acquisition of land from the railroad would have grounds for complaint to the Public Utility Commissioner under the provisions of ORS 760.510(1):

> "760.510. Investigations and hearings upon complaint; notice required. (1) Upon complaint of any person, firm, corporation or association, including any railroad, or mercantile, agricultural or manufacturing society, or body politic or municipal organization, that any of the rates, fares, charges or classifications, or joint rates are in any respect unreasonable or unjustly discriminatory, or that any regulation or practice affecting the transportation of persons or property, or any service in connection therewith, are in any respect

> unreasonable or unjustly discriminatory or that any service is inadequate, the commissioner may notify the railroad complained of that complaint has been made, and 10 days after such notice has been given the commissioner may proceed to investigate the same."

I will not say that it would be impossible for us to acquire the land by negotiation with the railroad, but it would undoubtedly be extremely difficult and expensive. It is my opinion, however, that we could not condemn the property for the reasons set forth in ORS 374.020 and the courts' interpretation of similar statutes unless prior approval for such condemnation is received through an order of the Public Utility Commissioner.

L. I. LINDAS
Chief Counsel

JLS:bjk

CHILCOTE & SMITH
KLAMATH FALLS AGENCY
EQUITABLE SAVINGS & LOAN ASS'N
111 NORTH 9TH STREET (P. O. BOX 290)

R. B. (BOB) CHILCOTE
(BROKER)
E. M. (ED) CHILCOTE
(ASSOCIATE BROKER)
W. E. (BILL) CHILCOTE
(ASSOCIATE BROKER)
TELEPHONE TU 4-7771

REALTORS
LOANS
INSURANCE
KLAMATH FALLS, OREGON

February 17, 1961

Mr. Harold G. Brainerd
Right of Way Supervisor
State Highway Department
Bend, Oregon

Re: File No. 23146
Great Northern Railroad Co.
Main Street Interchange Section
The Dalles California Highway
Klamath County

Dear Harold:

Thank you very much for your letter of February 14, 1961 relative to the Great Northern Railroad property which is included in the Main Street Interchange section.

My first inspection of the property does not indicate many improvements, if any, in the portion taken other than the Great Northern railroad trackage. The part taken eliminates several hundred feet of trackage which lies northerly of the part taken. I have discussed the proposed taking with several local officials of the railroad company, and it seems that they had more or less understood that the plan was to build an overpass over the existing facility and they indicated that there would be very little difficulty in arriving at an agreement covering such an installation. However, it would appear from your current plans that we have a complete taking and a severance of the trackage northerly of the taking. The local officials of the Great Northern Railroad have indicated that the taking of the trackage would be a major item of concern to them, inasmuch as they are now serving what appears to be two customers in the area, possibly more.

It appears that the largest user of the railroad facility is Klamath Gas Co. I have contacted the president of this company who informs me that they are currently receiving about 100 carloads of propane gas per year, the freight charge being $400 per car. I am also informed that the cost of trucking this gas in would be approximately $100 more per car, and at 100 carloads per year this would compute to be an increased freight cost of $10,000 a year.

There is also some question as to whether the City of Klamath Falls would permit trucking of the gas to the property since the Roseburg catastrophe has brought up several matters of concern to the city in this respect. Klamath Gas Co. informs me that they own the buildings

"The Pioneer Agency - Since 1909"

but that the land is leased from Great Northern Railroad Co. on some form of lease basis and that they have occupied the site for approximately 15 years.

A second user of the railroad facility is the Oregon Equipment Co. and I believe that their volume of traffic with the railroad is not as great as the gas company. There is also quite a bit of vacant ground which would have a potential freight service as far as the railroad is concerned.

The severance is of course a matter of concern not only to the railroad company but also to the businesses which would be affected by this loss of freight service. It appears to me that the railroad would have a severance damage to be considered, and quite possibly the businesses in this area would suffer a similar damage which would very likely be termed a consequential damage, and the question is of course raised as to whether or not these damages are compensable.

I realize that loss of business is not a direct compensable item but in this case we have the matter of the value of these business properties before and after the taking to consider. There is very little question but what the resale value of the Klamath Gas Co. property would be adversely affected by the taking.

In order to arrive at an estimate of the loss to the railroad it will likely be necessary to obtain certain information relative to the volume of their trackage, which will quite probably have to come from headquarters offices rather than from the local office. This being true, we anticipate that it might take some time to get all this information together, and for this reason would suggest that we leave the date for which the appraisal is to be completed open at this time until we can get complete information.

In the meantime I would appreciate it very much if you would forward the copy of this letter, which is enclosed, to the legal department in Salem for any advice they can give us relative to the compensability of the severance damage from the standpoint of both the railroad and the business concerns which are currently being served by the railroad in the area northerly of the taking and also the potential users which the railroad could conceivably serve in this area.

I presume that I am correct in assuming that the current planning is to take out the track completely at the point of the taking (not an overpass), and if there is any deviation from this plan I of course would welcome the information. In the meantime I hope very much that the legal department will be able to render an opinion on the compensable questions which are raised hereinabove.

Very truly yours,

R. B. Chilcote

RBC:cs
encl.

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1961

SUBJECT: The Dalles-California Highway
Main Street Interchange
Klamath Falls

To:

Mr. Tom Edwards
Construction Engineer
OFFICE

In accordance with the verbal request of Mr. Attig of the Construction Department to Mr. Stein of the Traffic Engineering Division, we have computed the Annual Road User Costs for the two proposals of the Main Street Interchange on The Dalles-California Highway in Klamath Falls.

The Annual Vehicle Operating Costs are based on time and distance only and the Annual Capital Costs are based on a total construction cost of $1,188,800 for Plan 1 and $1,593,700 for Plan 2. These costs do not include Right of Way Costs which were not available.

Attached herewith is a tabulation of the Annual Road User Costs and a sketch showing the two proposed interchanges.

F. B. Crandall
Traffic Engineer

GLS:dh
Attachments
cc: Forrest Cooper (Attach.)
C. S. Paxson (Attach.)

RECEIVED

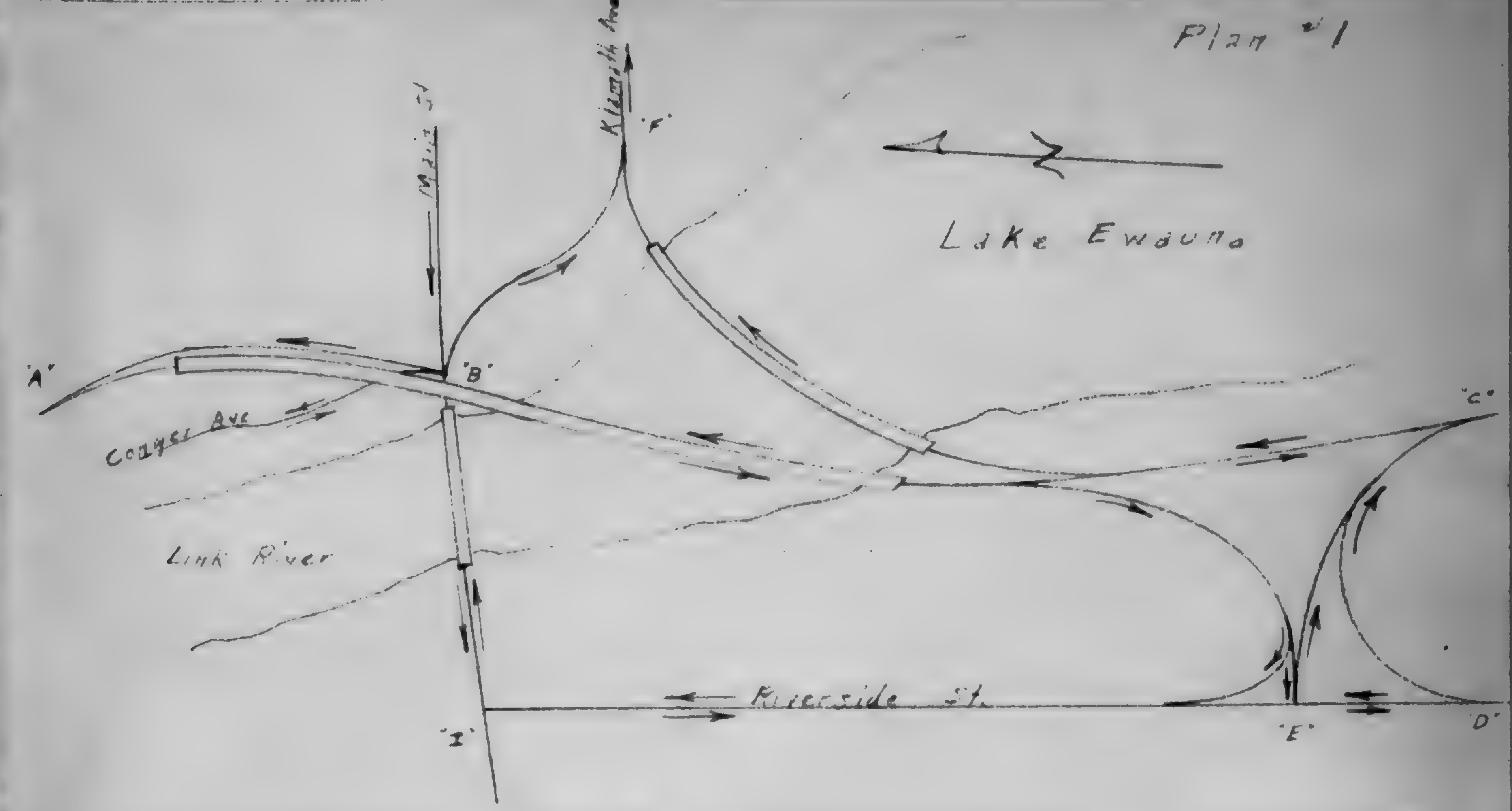
Road User Costs

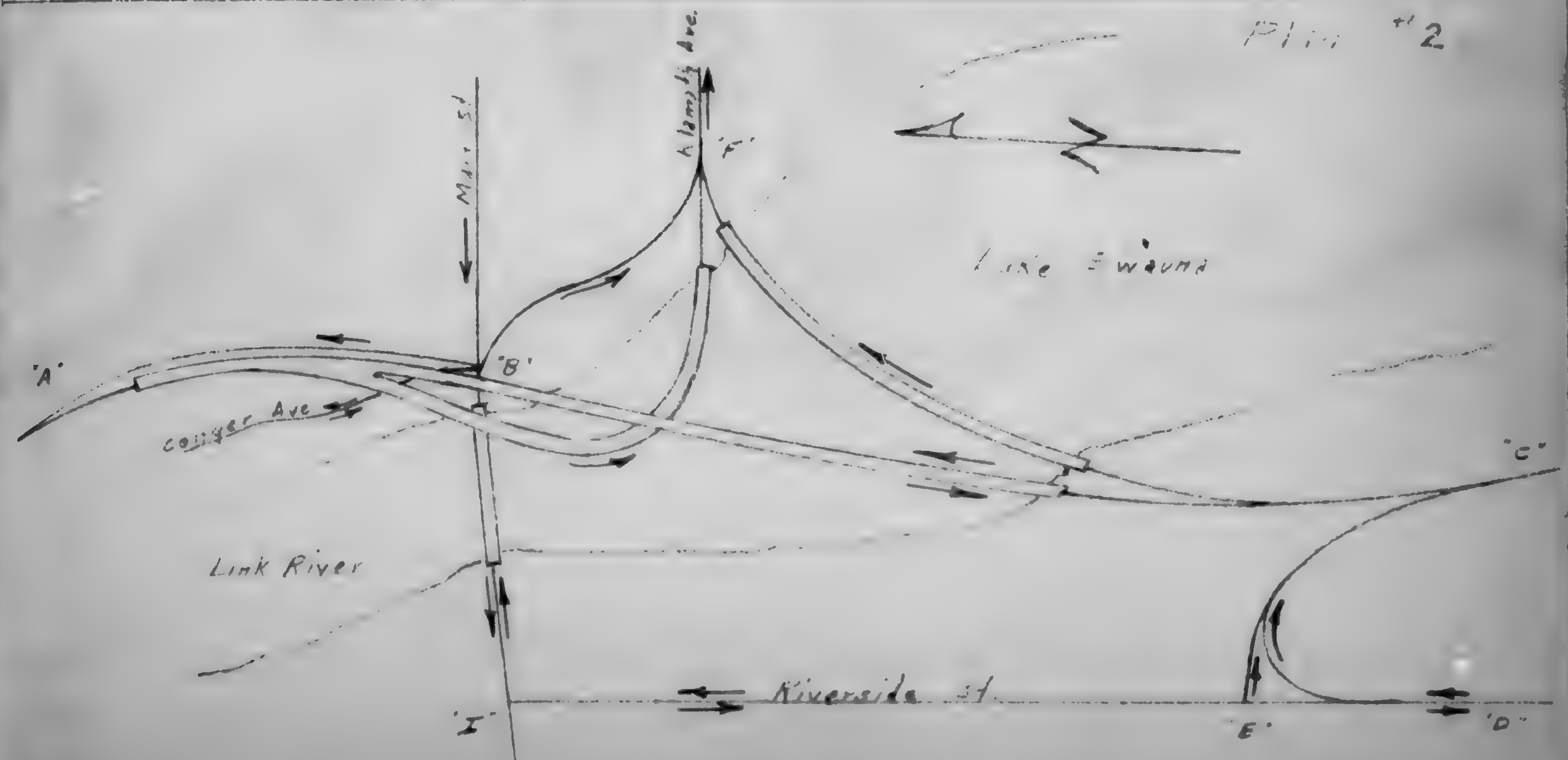
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS
Main Street Interchange
Klamath Falls
February 23, 1961

ITEM	ROUTES			
	Plan 1	**Plan 2**		
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles......	$ 90,301	87,008		
b. Light trucks............	$ 1,253	1,206		
c. Heavy trucks............	$ 16,780	16,308		
d. Busses..................	$ 1,369	1,319		
e. Total...................	$ 109,703	105,841		
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 267,574	250,749		
b. Rise and Fall Costs.....	$			
c. Alignment Costs.........	$			
d. Traffic Stop Costs......	$			
e. Accident Costs..........	$			
f. Total...................	$ 267,574	250,749		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).......	$ 377,277	356,590		
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs...........	$ 60,629	81,279		
b. Maintenance Costs.......	$ 3,576	4,349		
c. Operation Costs.........	$ 1,260	1,414		
TOTAL ANNUAL HIGHWAY COSTS..	$ 65,465	87,042		
III. ANNUAL ROAD USER COSTS (I + II).	$ 442,742	443,632		

Sketches
Main St. Interchange
Klamath Falls
2-21-61


Plan #1


Plan #2

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Maint
Traffic
Channel
Klamath Falls

408 State Highway Building
Salem, Oregon

February 15, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

08-35.2

Oregon U-205( ), Main Street Interchange, Klamath Falls Bypass

Preliminary plans of a proposed interchange between the Klamath Falls Bypass and Main Street have been received by this office for review. We note that a three lane structure is planned across Lake Ewauna; however, the 1980 traffic figures do not indicate the need for such a facility.

This section will unite with an existing three-lane section on to the north; however, the section to the north is a basic two-lane section with a climbing lane for northbound traffic. The presently proposed section through the interchange provides for two lanes for southbound traffic and one lane traffic for northbound traffic.

It is suggested that a two-lane facility be designed from approximately Station 119 to the connection to Riverside Street. The connections to Riverside Street should be made to fit the future pattern that will develop when this facility is extended on to the south. If future developments should ever require a four-lane facility through this area, an additional structure could be constructed on the west side of the one proposed.

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1960

SUBJECT: Main Street and Klamath Street
One-way Couplet, Klamath Falls

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Our proposed Link River extension of the west side by-pass and the temporary connection to Riverside Avenue would not require the solution to the one-way couplet problem at this time.

The question of the one-way couplet has to be resolved at the time we construct the northbound off-ramp crossing over Link River into the downtown area of Klamath Falls. Our present design shows this ramp coming into Main Street, but if the one-way couplet plan were to be implemented, this ramp should connect to Klamath Street.

Tom Edwards
Construction Engineer

GKA:jp

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Traffic &
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Salem, Oregon
August 24, 1960

One-way couplet
Klamath Falls

Mr. Tom Edwards
Construction Engineer
OFFICE

Mayor Lawrence Slater of Klamath Falls called this afternoon in connection with the extension southerly from Main Street of the Klamath Falls Bypass. His problem had to do with the one-way couplet which was proposed at one time for Main and Klamath Streets. His question was: If it were proposed at some future time to put in the couplet, would our present plans fit in with that type of a traffic facility?

I told Mayor Slater that I did not believe there would be any problem, as I thought that an adequate connection for two-way traffic could be had at the interchange area near Conger Avenue.

Will you please have this checked and let me know so that if I am in error, I will not have given Mayor Slater the wrong impression.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

U-171(8) W. City Limits-St. Johns Br. 1962
(Portland) Sec., Col. River Hwy.
#6193 (Grad., Pav. & Sign.) Folder # 3

DA-35-026 CIVENG, 62-8

Monthly transaction number 5-75	Fo PR-2A · U.S. DEPARTMENT OF COMMERCE (R 10-65) BUREAU OF PUBLIC ROADS	te Oregon
Project report number 15	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 3	(PPM 21-7) 5-21-68	Project number U-171(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 8, 1963, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,920,623	$ 1,959,615
Federal funds	$ 1,201,655.55	$ 1,228,341.13
Other revisions		

This modification is made for the following reasons:

Based on Postfinal voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21 day of May, 1968.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

R. E. Simpson, Division Engineer

By F. B. Klaboe

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

USCOMM-DC 26364-P65

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STATE COPY

Monthly transaction number	F PR-2A (5- -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-3-65	ate Oregon
Project report number U-171(8) 11		County Multnomah
		Project number U-171(8)

6193

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 8, 19 63, is hereby modified as follows:

Revised estimated total cost of project	$ 1,920,376.00
Revised Federal funds	$ 1,201,655.55
Other revisions	

6193

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of September, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

by L R Backlund
L. R. Backlund, Administrative Mgr.

Contract 6193

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JAN 15 1963
FOR FILING

6193

MONTHLY TRANSACTION NO. 43	PR-2 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Multnomah
5		PROJECT NO. U-171(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 Portland Urban Bdy. to St. Johns Br.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-29-62	3.430
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,839,447.00	$ 1,158,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. H. Parsons
(Division Engineer)

L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer January 8, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Federal-Aid
Project U-171(8)

Oregon State Highway Department

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 12, 1962

Type Code 6201
Roadway (Sta. 473+17.54 to Sta. 655+00) (Contract No. 6193)

Clearing and Grubbing	All Required		$ 119,442.00
Drainage Excavation, Unclass.	10,700 cu.yds.	$ 7.00	74,900.00
Structural Excavation, Unclass.	13,000 cu.yds.	4.00	52,000.00
General Excavation, Unclass.	242,500 cu.yds.	1.20	291,000.00
Short Overhaul	880,000 yd.sta.	0.02	17,600.00
Long Overhaul	82,500 C-yd.sta.	0.40	33,000.00
Finishing Roadbed and Slopes	All Required		15,000.00
18-inch Concrete Pipe	150 lin.ft.	8.00	1,200.00
24-inch Concrete Pipe	140 lin.ft.	10.00	1,400.00
30-inch Concrete Pipe	55 lin.ft.	14.00	770.00
36-inch Concrete Pipe	130 lin.ft.	16.00	2,080.00
18-inch Corrugated Steel Pipe	70 lin.ft.	6.00	420.00
24-inch Corrugated Steel Pipe	20 lin.ft.	14.00	280.00
36-inch Corrugated Steel Pipe	14 lin.ft.	22.00	308.00
60-inch Corrugated Steel Pipe	190 lin.ft.	40.00	7,600.00
60-inch Corrugated Steel Pipe, 10 Gage	190 lin.ft.	40.00	7,600.00
12-inch Corrugated Steel Pipe, protected invert	130 lin.ft.	4.00	520.00
12-inch Asbestos Protected Corrugated Steel Pipe	30 lin.ft.	6.00	180.00
18-inch Asbestos Protected Corrugated Steel Pipe	140 lin.ft.	7.00	980.00
24-inch Half-Circle Corrugated Steel Pipe	35 lin.ft.	7.00	245.00
36-inch Half-Circle Corrugated Steel Pipe	14 lin.ft.	20.00	280.00
36-inch to 24-inch Half-Circle Corrugated Steel Pipe Reducers	1 only	140.00	140.00
Extra for Pipe Under Pavement	980 lin.ft.	3.00	2,940.00
6-inch Perforated Rigid-Type Drain Pipe	4,600 lin.ft.	1.00	4,600.00
8-inch Perforated Rigid-Type Drain Pipe	5,750 lin.ft.	1.20	6,900.00
6-inch Perforated Metal Drain Pipe	1,900 lin.ft.	1.50	2,850.00
Special Backfill in Drains	2,240 cu.yds.	4.00	8,960.00
8-inch Sewer Pipe	2,970 lin.ft.	3.00	8,910.00
10-inch Sewer Pipe	175 lin.ft.	4.00	700.00
12-inch Sewer Pipe	8,700 lin.ft.	4.50	39,150.00
15-inch Sewer Pipe	2,750 lin.ft.	6.00	16,500.00
18-inch Sewer Pipe	3,500 lin.ft.	7.00	24,500.00

Salvage and Reinstall Culvert Pipe	225	lin.ft.	$ 4.00	$ 900.00
Concrete Inlets, Type "B"	1	only	84.00	84.00
Concrete Inlets, Type "D"	12	only	92.00	1,104.00
Concrete Inlets, Type . "C"	55	only	80.00	4,400.00
Concrete Inlets, Type "C-1"	45	only	82.00	3,690.00
Concrete Inlets, Type "C-2"	1	only	80.00	80.00
Concrete Inlets, Type "CC"	5	only	90.00	450.00
Concrete Inlets, Type "CC-1"	14	only	92.00	1,288.00
Special Inlets	1	only	800.00	800.00
Concrete Manholes, 6 feet or less deep	10	only	220.00	2,200.00
Concrete Manholes, 6 feet to 12 feet deep	30	only	260.00	7,800.00
Concrete Manholes, over 12 feet deep	5	only	400.00	2,000.00
Drop Manholes	5	only	500.00	2,500.00
Corrugated Metal Manholes	1	only	600.00	600.00
Adjustment of Manholes	16	only	130.00	2,080.00
Adjustment of Inlets	1	only	40.00	40.00
Reconstruction of Manholes	1	only	180.00	180.00
Concrete Curbs	1,100	cu.yds.	42.00	46,200.00
Concrete Walks and Driveways	3,300	sq.yds.	4.00	13,200.00
Class "A" Concrete in Walls and Stairways	3,400	cu.yds.	46.00	156,400.00
Metal Reinforcement in Walls and Stairways	555,000	lbs.	0.12	66,600.00
Pipe Handrail	1,900	lin.ft.	4.50	8,550.00
Class "A" Concrete in Box Culverts	40	cu.yds.	90.00	3,600.00
Metal Reinforcement in Box Culverts	7,700	lbs.	0.14	1,078.00
Bin-Type Retaining Walls, Station 573+20 to 585+10	All	Required		100,000.00
Timber Stairways	9.70	M-fbm	400.00	3,880.00
Metal Guard Rail	10,100	lin.ft.	2.50	25,250.00
Special Guard Rail	970	lin.ft.	4.00	3,880.00
Type 3 - 70 Fence	5	rods	40.00	200.00
Coarse Crushed Material in Base	89,600	tons	2.20	197,120.00
3/4" - 0 Material in Base	13,600	tons	2.20	29,920.00
Sprinkling	3,000	M-gal.	3.30	9,900.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	980	cu.yds.	4.00	3,920.00
RC-250 Asphalt	150	tons	40.00	6,000.00
Asphaltic Concrete Mixture	29,500	tons	5.00	147,500.00
Asphalt in Mixture	1,620	tons	26.00	42,120.00
RS-1 Asphalt	8	tons	60.00	480.00
Extra for Paving Approaches	28	only	20.00	560.00
Removal of Existing Sign Installations	All	Required		110.00
Metal Sign Supports	All	Required		5,300.00
Wood Sign Posts	All	Required		1,200.00
Type "A" Signs in Place	646	sq.ft.	7.00	4,522.00
Type "C", "D", "H" & "R" Signs in Place	261	sq.ft.	4.00	1,044.00
Type "E" Signs in Place	120	sq.ft.	4.00	480.00
				$1,653,665.00

Flagging (57½% of Contractor's Cost)	All Required	$ 15,000.00
Signing (Temporary)	All Required	500.00
Seeding and Mulching	All Required	3,060.00
		$ 18,560.00
	Subtotal	$1,672,225.00
	10% Engr. & Cont.	167,222.00
	Total	$1,839,447.00

Length of Roadway	3.430 miles
Cost of Roadway per mile	$536,281.92

Federal Funds	$1,158,500.00
State Funds	680,947.00
	$1,839,447.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1939;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

Work Retained in P.S. & E. Status

Description	Total Cost	Federal Funds	State Funds
N.W. Natural Gas Co.	$ 2,750.00	$ 1,732.00	$ 1,018.00
City of Portland (Water)	29,700.00	18,710.00	10,990.00
City of Portland (Power)	6,600.00	4,158.00	2,442.00
City of Portland (Fire)	2,750.00	1,730.00	1,020.00
Portland General Electric	2,200.00	1,385.00	815.00
Western Union Co.	1,650.00	1,035.00	615.00
Pacific Power & Light Co.	660.00	410.00	250.00
Pacific N.W. Bell Tel. Co.	550.00	340.00	210.00
	$46,860.00	$29,500.00	$17,360.00

Oregon State Highway Department

Federal Aid
Project U-171(8)

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND)

SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 16, 1962

Type Code 6201
Roadway (Sta. 473+87.54 to Sta. 655+00)

Clearing and Grubbing	All	Required		$ 100,000.00
Drainage Excavation, Unclassified	10,700	cu.yds.	$ 3.50	37,450.00
Structural Excavation, Unclassified	13,000	cu.yds.	7.50	97,500.00
General Excavation, Unclassified	242,500	cu.yds.	1.06	257,050.00
Short Overhaul	880,000	yd. sta.	0.01	8,800.00
Long Overhaul	82,500	C-yd.sta.	0.40	33,000.00
Finishing Roadbed and Slopes	All	Required		5,000.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
24-inch Concrete Pipe	140	lin.ft.	6.00	840.00
30-inch Concrete Pipe	55	lin.ft.	8.50	467.50
36-inch Concrete Pipe	130	lin.ft.	10.00	1,300.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.50	385.00
24-inch Corrugated Steel Pipe	20	lin.ft.	8.50	170.00
36-inch Corrugated Steel Pipe	14	lin.ft.	16.00	224.00
60-inch Corrugated Steel Pipe	190	lin.ft.	32.00	6,080.00
60-inch Corrugated Steel Pipe, 10 Gage	190	lin.ft.	35.00	6,650.00
12-inch Corrugated Steel Pipe, Protected Invert	130	lin.ft.	4.25	552.50
12-inch Asbestos Protected Corrugated Steel Pipe	30	lin.ft.	5.00	150.00
18-inch Asbestos Protected Corrugated Steel Pipe	140	lin.ft.	6.50	910.00
24-inch Half-Circle Corrugated Steel Pipe	35	lin.ft.	5.00	175.00
36-inch Half-Circle Corrugated Steel Pipe	14	lin.ft.	10.00	140.00
36-inch to 24-inch Half-Circle Corrugated Steel Pipe Reducers	1	only	100.00	100.00
Extra for Pipe under Pavement	980	lin.ft.	4.00	3,920.00
6-inch Perforated Rigid-Type Drain Pipe	4,600	lin.ft.	2.00	9,200.00
8-inch Perforated Rigid-Type Drain Pipe	5,750	lin.ft.	2.50	14,375.00
6-inch Perforated Metal Drain Pipe	1,900	lin.ft.	2.00	3,800.00
Special Backfill in Drains	2,240	cu.yds.	6.00	13,440.00
8-inch Sewer Pipe	2,970	lin.ft.	2.00	5,940.00
10-inch Sewer Pipe	175	lin.ft.	2.25	393.75
12-inch Sewer Pipe	8,700	lin.ft.	2.50	21,750.00
15-inch Sewer Pipe	2,750	lin.ft.	3.25	8,937.50
18-inch Sewer Pipe	3,500	lin.ft.	3.75	13,125.00
Salvage and Reinstall Culvert Pipe	225	lin.ft.	5.00	1,125.00

Concrete Inlets, Type "B"	1	only	$ 95.00	$ 95.00
Concrete Inlets, Type "D"	12	only	100.00	1,200.00
Concrete Inlets, Type "G"	55	only	110.00	6,050.00
Concrete Inlets, Type "G-1"	45	only	120.00	5,400.00
Concrete Inlets, Type "G-2"	1	only	130.00	130.00
Concrete Inlets, Type "CG"	5	only	130.00	650.00
Concrete Inlets, Type "CG-1"	14	only	140.00	1,960.00
Special Inlets	1	only	500.00	500.00
Concrete Manholes, 6 Feet or Less Deep	10	only	275.00	2,750.00
Concrete Manholes, 6 Feet to 12 Feet Deep	30	only	325.00	9,750.00
Concrete Manholes, Over 12 Feet Deep	5	only	500.00	2,500.00
Drop Manholes	5	only	1,200.00	6,000.00
Corrugated Metal Manholes	1	only	600.00	600.00
Adjustment of Manholes	16	only	75.00	1,200.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstruction of Manholes	1	only	150.00	150.00
Concrete Curbs	1,100	cu.yds.	45.00	49,500.00
Concrete Walks and Driveways	3,300	sq.yds.	4.50	14,850.00
Class "A" Concrete in Walls and Stairways	3,400	cu.yds.	55.00	187,000.00
Metal Reinforcement in Walls and Stairways	555,000	lbs.	0.14	77,700.00
Pipe Handrail	1,900	lin.ft.	3.00	5,700.00
Class "A" Concrete in Box Culverts	40	cu.yds.	50.00	2,000.00
Metal Reinforcement in Box Culverts	7,700	lbs.	0.14	1,078.00
Bin Type Retaining Walls, Sta. 573+20 to 585+10	All	Required		136,000.00
Timber Stairways	9.70	M-FBM	275.00	2,667.50
Metal Guard Rail	10,100	lin.ft.	2.50	25,250.00
Special Guard Rail	970	lin.ft.	6.00	5,820.00
Type 3-70 Fence	5	rods	25.00	125.00
Coarse Crushed Material in Base	89,600	tons	1.40	125,440.00
3/4" - 0 Material in Base	13,600	tons	1.50	20,400.00
Sprinkling	3,000	M-gals.	3.00	9,000.00
Preparation of Base	All	Specified		1,500.00
3/4" - 0 Material in Binder Course	980	cu.yds.	3.75	3,675.00
RC-250 Asphalt	150	tons	40.00	6,000.00
Asphaltic Concrete Mixture	29,500	tons	4.20	123,900.00
Asphalt in Mixture	1,620	tons	28.00	45,360.00
RS-1 Asphalt	8	tons	75.00	600.00
Extra for Paving Approaches	28	only	30.00	840.00
Removal of Existing Sign Installations	All	Required		300.00
Metal Sign Supports	All	Required		7,500.00
Wood Sign Posts	All	Required		800.00
Type "A" Signs in Place	646	sq.ft.	7.10	4,586.60
Type "C", "D", "H" and "R" Signs in Place	261	sq.ft.	3.75	978.75
Type "E" Signs in Place	120	sq.ft.	4.00	480.00
				$1,551,661.10

Flagging (57½% of Contractor's Cost)	All Required	$ 15,000.00
Signing (Temporary)	All Required	500.00
Seeding and Mulching	All Required	3,060.00
		$ 18,560.00

Utilities

Work by the N.W. Natural Gas Co.	All Required	2,500.00
Work by the City of Portland (Water System)	All Required	27,000.00
Work by the City of Portland (Power System)	All Required	6,000.00
Work by the City of Portland (Fire System)	All Required	2,500.00
Work by the Portland General Electric Co.	All Required	2,000.00
Work by the Western Union Company	All Required	1,500.00
Work by the Pacific Power & Light Co.	All Required	600.00
Work by the Pacific N.W. Bell Tel. Co.	All Required	500.00
		$ 42,600.00
	Subtotal	$1,612,821.10
	10% Engr. & Cont.	161,281.90
	Total	$1,774,103.00

Length of Roadway	3.430 Miles
Cost of Roadway Per Mile.	$517,231.19

Federal Funds	$1,117,000.00
State Funds	657,103.00
	$1,774,103.00

Oregon State Highway Department

Federal Aid
Project U-171(8)

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 12, 1962

Type Code 6201
Roadway (Sta. 473+87.54 to Sta. 655+00)

Clearing and Grubbing	All	Required		$ 100,000.00
Drainage Excavation, Unclassified	10,700	cu.yd.	$ 3.50	37,450.00
Structural Excavation, Unclassified	13,000	cu.yd.	7.50	97,500.00
General Excavation, Unclassified	242,500.	cu.yd.	1.06	257,050.00
Short Overhaul	880,000	yd.sta.	0.01	8,800.00
Long Overhaul	82,500	C-yd.sta.	0.40	33,000.00
Finishing Roadbed and Slopes	All	Required		5,000.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
24-inch Concrete Pipe	140	lin.ft.	6.00	840.00
30-inch Concrete Pipe	55	lin.ft.	8.50	467.50
36-inch Concrete Pipe	130	lin.ft.	10.00	1,300.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.50	385.00
24-inch Corrugated Steel Pipe	20	lin.ft.	8.50	170.00
36-inch Corrugated Steel Pipe	14	lin.ft.	16.00	224.00
60-inch Corrugated Steel Pipe	190	lin.ft.	32.00	6,080.00
60-inch Corrugated Steel Pipe, 10 Gage	190	lin.ft.	35.00	6,650.00
12-inch Corrugated Steel Pipe, Protected Invert	130	lin.ft.	4.25	552.50
12-inch Asbestos Protected Corrugated Steel Pipe	30	lin.ft.	5.00	150.00
18-inch Asbestos Protected Corrugated Steel Pipe	140	lin.ft.	6.50	910.00
24-inch Half-Circle Corrugated Steel Pipe	35	lin.ft.	5.00	175.00
36-inch Half-Circle Corrugated Steel Pipe	14	lin.ft.	10.00	140.00
36-inch to 24-inch Half-Circle Corrugated Steel Pipe Reducers	1	only	100.00	100.00
Extra for Pipe Under Pavement	980	lin.ft.	4.00	3,920.00
6-inch Perforated Rigid-Type Drain Pipe	4,600	lin.ft.	2.00	9,200.00

8-inch Perforated Rigid-Type Drain Pipe	5,750	lin.ft.	$ 2.50	$ 14,375.00
6-inch Perforated Metal Drain Pipe	1,900	lin.ft.	2.00	3,800.00
Special Backfill in Drains	2,240	cu.yd.	6.00	13,440.00
8-inch Sewer Pipe	2,970	lin.ft.	2.00	5,940.00
10-inch Sewer Pipe	175	lin.ft.	2.25	393.75
12-inch Sewer Pipe	8,700	lin.ft.	2.50	21,750.00
15-inch Sewer Pipe	2,750	lin.ft.	3.25	8,937.50
18-inch Sewer Pipe	3,500	lin.ft.	3.75	13,125.00
Salvage and Reinstall Culvert Pipe	225	lin.ft.	5.00	1,125.00
Concrete Inlets, Type "B"	1	only	95.00	95.00
Concrete Inlets, Type "D"	12	only	100.00	1,200.00
Concrete Inlets, Type "G"	55	only	110.00	6,050.00
Concrete Inlets, Type "G-1"	45	only	120.00	5,400.00
Concrete Inlets, Type "G-2"	1	only	130.00	130.00
Concrete Inlets, Type "CG"	5	only	130.00	650.00
Concrete Inlets, Type "CG-1"	14	only	140.00	1,960.00
Special Inlets	1	only	500.00	500.00
Concrete Manholes, 6' or less deep	10	only	275.00	2,750.00
Concrete Manholes, 6' to 12' deep	30	only	325.00	9,750.00
Concrete Manholes, Over 12' deep	5	only	500.00	2,500.00
Drop Manholes	5	only	1,200.00	6,000.00
Corrugated Metal Manholes	1	only	600.00	600.00
Adjustment of Manholes	16	only	75.00	1,200.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstruction of Manholes	1	only	150.00	150.00
Concrete Curbs	1,100	cu.yd.	45.00	49,500.00
Concrete Walks and Driveways	3,300	sq.yd.	4.50	14,850.00
Class "A" Concrete in Walls and Stairways	3,400	cu.yd.	55.00	187,000.00
Metal Reinforcement in Walls and Stairways	555,000	lbs.	0.14	77,700.00
Pipe Handrail	1,900	lin.ft.	3.00	5,700.00
Class "A" Concrete in Box Culverts	40	cu.yd.	50.00	2,000.00
Metal Reinforcement in Box Culverts	7,700	lbs.	0.14	1,078.00
Bin Type Retaining Walls, Sta. 573+20 to 585+10	All	Required		136,000.00
Timber Stairways	9.70	M-FBM	275.00	2,667.50
Metal Guard Rail	10,100	lin.ft.	2.50	25,250.00
Special Guard Rail	970	lin.ft.	6.00	5,820.00
Type 3-70 Fence	5	rods	25.00	125.00
Coarse Crushed Material in Base	89,600	tons	1.40	125,440.00
3/4"-0 Material in Base	13,600	tons	1.50	20,400.00
Sprinkling	3,000	M-Gal.	3.00	9,000.00

Preparation of Base	All Required		$ 1,500.00
3/4"-0 Material in Binder Course	980 cu.yd.	$ 3.75	3,675.00
RC-250 Asphalt	150 tons	40.00	6,000.00
Asphaltic Concrete Mixture	29,500 tons	4.20	123,900.00
Asphalt in Mixture	1,620 tons	28.00	45,360.00
RS-1 Asphalt	8 tons	75.00	600.00
Extra for Paving Approaches	28 only	30.00	840.00
Removal of Existing Sign Installations	All Required		300.00
Metal Sign Supports	All Required		7,500.00
Wood Sign Posts	All Required		800.00
Type "A" Signs in Place	646 sq.ft.	7.10	4,586.60
Type "C", "D", "H" and "R" Signs in Place	261 sq.ft.	3.75	978.75
Type "B" Signs in Place	120 sq.ft.	4.00	480.00
			$1,551,661.10

Flagging (57½% of Contractors Cost)	All Required	$ 15,000.00
Signing (Temporary)	All Required	500.00
Seeding and Mulching	All Required	3,060.00
		$ 18,560.00

Utilities

Work by the N.W. Natural Gas Co.	All Required	$ 2,500.00
Work by The City of Portland (Water System)	All Required	27,000.00
Work by the City of Portland (Power System)	All Required	6,000.00
Work by The City of Portland (Fire System)	All Required	2,500.00
Work by the Portland General Electric Co.	All Required	2,000.00
		$ 40,000.00
	Subtotal	$1,610,221.10
	10% Engr.&Cont.	161,021.90
	Total	$1,771,243.00

Length of Roadway- - - - - - - - - - - - - - -3,430 miles
Cost of Roadway per Mile - - - - - - - - - - -$516,397.37

Federal Funds- -	$1,115,000.00
State Funds- -	656,243.00
	$1,771,243.00

Oregon State Highway Department

Federal Aid
Project U-171(8)

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 29, 1962

Type Code 6201
Roadway (Sta. 473+87.54 to Sta. 655+00)

Clearing and Grubbing	All	Required		$ 100,000.00
Drainage Excavation, Unclassified	10,700	cu.yd.	$ 3.50	37,450.00
Structural Excavation, Unclassified	13,000	cu.yd.	7.50	97,500.00
General Excavation, Unclassified	242,500	cu.yd.	1.06	257,050.00
Short Overhaul	880,000	yd.sta.	0.01	8,800.00
Long Overhaul	82,500	C-yd.sta.	0.40	33,000.00
Finishing Roadbed and Slopes	All	Required		5,000.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
24-inch Concrete Pipe	140	lin.ft.	6.00	840.00
30-inch Concrete Pipe	55	lin.ft.	8.50	467.50
36-inch Concrete Pipe	130	lin.ft.	10.00	1,300.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.50	385.00
24-inch Corrugated Steel Pipe	20	lin.ft.	8.50	170.00
36-inch Corrugated Steel Pipe	14	lin.ft.	16.00	224.00
60-inch Corrugated Steel Pipe	190	lin.ft.	32.00	6,080.00
60inch Corrugated Steel Pipe, 10 Gage	190	lin.ft.	35.00	6,650.00
12-inch Corrugated Steel Pipe, Protected Invert	130	lin.ft.	4.25	552.50
12-inch Asbestos Protected Corrugated Steel Pipe	30	lin.ft.	5.00	150.00
18-inch Asbestos Protected Corrugated Steel Pipe	140	lin.ft.	6.50	910.00
24-inch Half-Circle Corrugated Steel Pipe	35	lin.ft.	5.00	175.00
36-inch Half-Circle Corrugated Steel Pipe	14	lin.ft.	10.00	140.00
36-inch to 24-inch Half-Circle Corrugated Steel Pipe Reducers	1	only	100.00	100.00
Extra for Pipe Under Pavement	980	lin.ft.	4.00	3,920.00
6-inch Perforated Rigid-Type Drain Pipe	4,600	lin.ft.	2.00	9,200.00
8-inch Perforated Rigid-Type Drain Pipe	5,750	lin.ft.	2.50	14,375.00
6-inch Perforated Metal Drain Pipe	1,900	lin.ft.	2.00	3,800.00
Special Backfill in Drains	2,240	cu.yd.	6.00	13,440.00

8-inch Sewer Pipe	2,970	lin.ft.	$ 2.00	$ 5,940.00
10-inch Sewer Pipe	175	lin.ft.	2.25	393.75
12-inch Sewer Pipe	8,700	lin.ft.	2.50	21,750.00
15-inch Sewer Pipe	2,750	lin.ft.	3.25	8,937.50
18-inch Sewer Pipe	3,500	lin.ft.	3.75	13,125.00
Salvage and Reinstall Culvert Pipe	225	lin.ft.	5.00	1,125.00
Concrete Inlets, Type "B"	1	only	95.00	95.00
Concrete Inlets, Type "D"	12	only	100.00	1,200.00
Concrete Inlets, Type "G"	55	only	110.00	6,050.00
Concrete Inlets, Type "G-1"	45	only	120.00	5,400.00
Concrete Inlets, Type "G-2"	1	only	130.00	130.00
Concrete Inlets, Type "CG"	5	only	130.00	650.00
Concrete Inlets, Type "CG-1"	14	only	140.00	1,960.00
Special Inlets	1	only	500.00	500.00
Concrete Manholes, 6' or less deep	10	only	275.00	2,750.00
Concrete Manholes, 6' to 12' deep	30	only	325.00	9,750.00
Concrete Manholes, over 12' deep	5	only	500.00	2,500.00
Drop Manholes	5	only	1,200.00	6,000.00
Corrugated Metal Manholes	1	only	600.00	600.00
Adjustment of Manholes	16	only	75.00	1,200.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstruction of Manholes	1	only	150.00	150.00
Concrete Curbs	1,100	cu.yd.	45.00	49,500.00
Concrete Walks and Driveways	3,300	sq.yd.	4.50	14,850.00
Class "A" Concrete in Walls and Stairways	3,400	cu.yd.	55.00	187,000.00
Metal Reinforcement in Walls and Stairways	555,000	lb.	0.14	77,700.00
Pipe Handrail	1,900	lin.ft.	3.00	5,700.00
Class "A" Concrete in Box Culverts	40	cu.yd.	50.00	2,000.00
Metal Reinforcement in Box Culverts	7,700	lb.	0.14	1,078.00
Bind Type Retaining Walls, Sta. 573+20 to 585+10	All	Required		136,000.00
Timber Stairways	9.70	M-FBM	275.00	2,667.50
Metal Guard Rail	10,000	lin.ft.	2.50	25,250.00
Special Guard Rail	970	lin.ft.	6.00	5,820.00
Type 3-70 Fence	5	rods	25.00	125.00
Coarse Crushed Material ik Base	89,600	tons	1.40	125,440.00
3/4" - 0 Material in Base	13,600	tons	1.50	20,400.00
Sprinkling	3,000	M-Gal.	3.00	9,000.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	980	cu.yd.	3.75	3,675.00
RC-250 Asphalt	150	tons	40.00	6,000.00
Asphaltic Concrete Mixture	29,500	tons	4.20	123,900.00
Asphalt in Mixture	1,620	tons	28.00	45,360.00
RS-1 Asphalt	8	tons	75.00	600.00
Extra for Paving Approaches	28	only	30.00	840.00

Removal of Existing Sign Installations	All Required		$ 300.00
Metal Sign Supports	All Required		7,500.00
Wood Sign Posts	All Required		800.00
Type "A" Signs in Place	646 sq. ft.	7.10	4,586.60
Type "C", "D", "F" and "E" Signs in Place	261 sq.ft.	3.75	978.75
Type "B" Signs in Place	120 sq.ft.	4.00	480.00
			$1,551,661.10

Flagging (57½% of Contractors Cost)	All Required	$ 15,000.00
Signing (Temporary)	All Required	500.00
Seeding and Mulching	All Required	3,060.00
		$ 18,560.00

Utilities

Work by the N.W.Natural Gas Co.	All Required	$ 2,500.00
Work by the City of Portland (Water System)	All Required	27,000.00
Work by the City of Portland (Power System)	All Required	6,000.00
Work by the City of Portland (Fire System)	All Required	2,500.00
Work by the Portland General Electric Co.	All Required	2,000.00
Work by The Western Union Co.	All Required	1,500.00
		$ 41,500.00
	Subtotal	$1,611,721.10
	10% Engr. & Cont.	161,171.90
	Total	$1,772,893.00

Length of Roadway- - - - - - - - - - - - - - - - -3.430 miles
Cost of Roadway per Mile - - - - - - - - - - - - -$516,878.42

Federal Funds- -	$1,116,000.00
State Funds- -	656,893.00
	$1,772,893.00

Oregon State Highway Department

Federal Aid
Project U-171(8)

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 5, 1962

Type Code 6201
Roadway (Sta. 473+87.54 to Sta. 655+00)

Clearing and Grubbing	All	Required		$ 100,000.00
Drainage Excavation, Unclassified	10,700	cu.yds.	$ 3.50	37,450.00
Structural Excavation, Unclassified	13,000	cu.yds.	7.50	97,500.00
General Excavation, Unclassified	242,500	cu.yds.	1.06	257,050.00
Short Overhaul	880,000	yd.sta.	0.01	8,800.00
Long Overhaul	82,500	C-yd.sta.	0.40	33,000.00
Finishing Roadbed and Slopes	All	Required		5,000.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
24-inch Concrete Pipe	140	lin.ft.	6.00	840.00
30-inch Concrete Pipe	55	lin.ft.	8.50	467.50
36-inch Concrete Pipe	130	lin.ft.	10.00	1,300.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.50	385.00
24-inch Corrugated Steel Pipe	20	lin.ft.	8.50	170.00
36-inch Corrugated Steel Pipe	14	lin.ft.	16.00	224.00
60-inch Corrugated Steel Pipe	190	lin.ft.	32.00	6,080.00
60-inch Corrugated Steel Pipe, 10 Gage	190	lin.ft.	35.00	6,650.00
12-inch Corrugated Steel Pipe, Protected Invert	130	lin.ft.	4.25	552.50
12-inch Asbestos Protected Corrugated Steel Pipe	30	lin.ft.	5.00	150.00
18-inch Asbestos Protected Corrugated Steel Pipe	140	lin.ft.	6.50	910.00
24-inch Half-Circle Corrugated Steel Pipe	35	lin.ft.	5.00	175.00
36-inch Half-Circle Corrugated Steel Pipe	14	lin.ft.	10.00	140.00
36-inch to 24-inch Half-Circle Corrugated Steel Pipe Reducers	1	only	100.00	100.00
Extra for Pipe Under Pavement	980	lin.ft.	4.00	3,920.00
6-inch Perforated Rigid-Type Drain Pipe	4,600	lin.ft.	2.00	9,200.00
8-inch Perforated Rigid-Type Drain Pipe	5,750	lin.ft.	2.50	14,375.00
6-inch Perforated Metal Drain Pipe	1,900	lin.ft.	2.00	3,800.00
Special Backfill in Drains	2,240	cu.yds.	6.00	13,440.00
8-inch Sewer Pipe	2,970	lin.ft.	2.00	5,940.00

10-inch Sewer Pipe	175	lin.ft.	$ 2.25	$ 393.75
12-inch Sewer Pipe	8,700	lin.ft.	2.50	21,750.00
15-inch Sewer Pipe	2,750	lin.ft.	3.25	8,937.50
18-inch Sewer Pipe	3,500	lin.ft.	3.75	13,125.00
Salvage and Reinstall Culvert Pipe	225	lin.ft.	5.00	1,125.00
Concrete Inlets, Type "B"	1	only	95.00	95.00
Concrete Inlets, Type "D"	12	only	100.00	1,200.00
Concrete Inlets, Type "G"	55	only	110.00	6,050.00
Concrete Inlets, Type "G-1"	45	only	120.00	5,400.00
Concrete Inlets, Type "G-2"	1	only	130.00	130.00
Concrete Inlets, Type "CG"	5	only	130.00	650.00
Concrete Inlets, Type "CG-1"	14	only	140.00	1,960.00
Special Inlets	1	only	500.00	500.00
Concrete Manholes, 6' or Less Deep	10	only	275.00	2,750.00
Concrete Manholes, 6' to 12' Deep	30	only	325.00	9,750.00
Concrete Manholes, Over 12' Deep	5	only	500.00	2,500.00
Drop Manholes	5	only	1,200.00	6,000.00
Corrugated Metal Manholes	1	only	600.00	600.00
Adjustment of Manholes	16	only	75.00	1,200.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstrustion of Manholes	1	only	150.00	150.00
Concrete Curbs	1,100	cu.yds.	45.00	49,500.00
Concrete Walks and Driveways	3,300	sq.yds.	4.50	14,850.00
Class "A" Concrete in Walls and Stairways	3,400	cu.yds.	55.00	187,000.00
Metal Reinforcement in Walls and Stairways	555,000	lbs.	0.14	77,700.00
Pipe Handrail	1,900	lin.ft.	3.00	5,700.00
Class "A" Concrete in Box Culverts	40	cu.yds.	50.00	2,000.00
Metal Reinforcement in Box Culverts	7,700	lbs.	0.14	1,078.00
Bin Type Retaining Walls, Sta. 573+20 to 585+10	All	Required		136,000.00
Timber Stairways	9.70	M-FBM	275.00	2,667.50
Metal Guard Rail	10,100	lin.ft.	2.50	25,250.00
Special Guard Rail	970	lin.ft.	6.00	5,820.00
Type 3-70 Fence	5	rods	25.00	125.00
Coarse Crushed Material in Base	89,600	tons	1.40	125,440.00
3/4" - 0 Material in Base	13,600	tons	1.50	20,400.00
Sprinkling	3,000	M-gal.	3.00	9,000.00
Preparation of Base	All	Required		1,500.00
3/4"-0 Material in Binder Course	980	cu.yds.	3.75	3,675.00
RC-250 Asphalt	150	tons	40.00	6,000.00
Asphaltic Concrete Mixture	29,500	tons	4.20	123,900.00
Asphalt in Mixture	1,620	tons	28.00	45,360.00
RS-1 Asphalt	8	tons	75.00	600.00
Extra for Paving Approaches	28	only	30.00	840.00
Removal of Existing Sign Installations	All	Required		300.00
Metal Sign Supports	All	Required		7,500.00

Wood Sign Posts	All Required		$ 800.00
Type "A" Signs in Place	646 sq.ft.	$ 7.10	4,586.60
Type "C", "D" and "R" Signs in Place	255 sq.ft.	3.75	956.25
Type "E" Signs in Place	120 sq.ft.	4.00	480.00
			$1,551,638.60
Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
Signing (Temporary)	All Required		500.00
Seeding and Mulching	All Required		3,060.00
			$ 18,560.00
Utilities			
Work by the N. W. Natural Gas Co.	All Required		$ 2,500.00
Work by the City of Portland (Water System)	All Required		27,000.00
Work by the City of Portland (Power System)	All Required		6,000.00
Work by the City of Portland (Fire System)	All Required		2,500.00
Work by the Portland General Electric Co.	All Required		2,000.00
			$ 40,000.00
	Subtotal		$1,610,198.60
	10% Engr. & Cont.		161,019.40
	Total		$1,771,218.00

Length of Roadway - - - - - - - 3.430 Miles
Cost of Roadway Per Mile - - - $516,390.08

Federal Funds - $1,115,000.00
State Funds - 656,218.00

$1,771,218.00

Oregon State Highway Department

Federal-Aid
Project U-171(8)

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 30, 1962

Type Code 6201
Roadway (Sta. 473+87.54 to Sta. 655+00)

Clearing and Grubbing	All	Required	$	$ 100,000.00
Drainage Excavation, Unclass.	10,700	cu.yds.	3.50	37,450.00
Structural Excavation, Unclass.	12,150	cu.yds.	7.50	91,125.00
General Excavation, Unclass.	242,500	cu.yds.	1.06	257,050.00
Short Overhaul	880,000	yd.sta.	0.01	8,800.00
Long Overhaul	82,500	C-yd.sta.	0.40	33,000.00
Finishing Roadbed and Slopes	All	Required		5,000.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
24-inch Concrete Pipe	140	lin.ft.	6.00	840.00
30-inch Concrete Pipe	55	lin.ft.	8.50	467.50
36-inch Concrete Pipe	130	lin.ft.	10.00	1,300.00
18-inch Corrugated Steel Pipe	70	lin.ft.	5.50	385.00
24-inch Corrugated Steel Pipe	20	lin.ft.	8.50	170.00
36-inch Corrugated Steel Pipe	14	lin.ft.	16.00	224.00
60-inch Corrugated Steel Pipe	190	lin.ft.	32.00	6,080.00
60-inch Corrugated Steel Pipe, 10 Gage	190	lin.ft.	35.00	6,650.00
12-inch Corrugated Steel Pipe, Protected Invert	130	lin.ft.	4.25	552.50
12-inch Asbestos-Protected Corrugated Steel Pipe	30	lin.ft.	5.00	150.00
18-inch Asbestos-Protected Corrugated Steel Pipe	140	lin.ft.	6.50	910.00
24-inch Half-Circle Corrugated Steel Pipe	35	lin.ft.	5.00	175.00
36-inch Half-Circle Corrugated Steel Pipe	14	lin.ft.	10.00	140.00
36-inch to 24-inch Half-Circle Corrugated Steel Pipe Reducers	1	only	100.00	100.00
Extra for Pipe under Pavement	980	lin.ft.	4.00	3,920.00
6-inch Perforated Rigid-Type Drain Pipe	4,600	lin.ft.	2.00	9,200.00
8-inch Perforated Rigid-Type Drain Pipe	5,750	lin.ft.	2.50	14,375.00
6-inch Perforated Metal Drain Pipe	1,900	lin.ft.	2.00	3,800.00

Special Backfill in Drains	2,240	cu.yds.	$ 6.00	$ 13,440.00
8-inch Sewer Pipe	2,970	lin.ft.	2.00	5,940.00
10-inch Sewer Pipe	175	lin.ft.	2.25	393.75
12-inch Sewer Pipe	8,700	lin.ft.	2.50	21,750.00
15-inch Sewer Pipe	2,750	lin.ft.	3.25	8,937.50
18-inch Sewer Pipe	3,500	lin.ft.	3.75	13,125.00
Salvage and Reinstall Culvert Pipe	225	lin.ft.	5.00	1,125.00
Concrete Inlets, Type "B"	1	only	95.00	95.00
Concrete Inlets, Type "D"	12	only	100.00	1,200.00
Concrete Inlets, Type "G"	55	only	110.00	6,050.00
Concrete Inlets, Type "G-1"	45	only	120.00	5,400.00
Concrete Inlets, Type "G-2"	1	only	130.00	130.00
Concrete Inlets, Type "CG"	5	only	130.00	650.00
Concrete Inlets, Type "CG-1"	14	only	140.00	1,960.00
Special Inlets	1	only	500.00	500.00
Concrete Manholes, 6' or Less Deep	10	only	275.00	2,750.00
Concrete Manholes, 6' to 12' Deep	30	only	325.00	9,750.00
Concrete Manholes, Over 12' Deep	5	only	500.00	2,500.00
Drop Manholes	5	only	1200.00	6,000.00
Corrugated Metal Manholes	1	only	600.00	600.00
Adjustment of Manholes	16	only	75.00	1,200.00
Adjustment of Inlets	1	only	50.00	50.00
Reconstruction of Manholes	1	only	150.00	150.00
Concrete Curbs	1,100	cu.yds.	45.00	49,500.00
Concrete Walks and Driveways	3,300	sq.yds.	4.50	14,850.00
Class "A" Concrete in Walls and Stairways	3,300	cu.yds.	55.00	181,500.00
Metal Reinforcement in Walls and Stairways	560,000	lbs.	0.14	78,400.00
Pipe Handrail	1,900	lin.ft.	3.00	5,700.00
Class "A" Concrete in Box Culverts	40	cu.yds.	50.00	2,000.00
Metal Reinforcement in Box Culverts	7,700	lbs.	0.14	1,078.00
Bin-Type Retaining Walls, Sta. 573+20 to 585+10	All	Required		136,000.00
Timber Stairways	9.70	M-FBM	275.00	2,667.50
Metal Guard Rail	10,100	lin.ft.	2.50	25,250.00
Special Guard Rail	970	lin.ft.	6.00	5,820.00
Type 3-70 Fence	5	rods	25.00	125.00
Coarse Crushed Material in Base	89,600	tons	1.40	125,440.00
3/4" - 0 Material in Base	13,600	tons	1.50	20,400.00
Sprinkling	3,000	M-gal.	3.00	9,000.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	980	cu.yds.	3.75	3,675.00

RC-250 Asphalt	150 tons	$40.00	$ 6,000.00
Asphaltic Concrete Mixture	29,500 tons	4.20	123,900.00
Asphalt in Mixture	1,620 tons	28.00	45,360.00
RS-1 Asphalt	8 tons	75.00	600.00
Extra for Paving Approaches	28 only	30.00	840.00
Removal of Existing Sign Installations	All Required		300.00
Metal Sign Supports	All Required		7,500.00
Wood Sign Posts	All Required		800.00
Type "A" Signs in Place	646 sq.ft.	7.10	4,586.60
Type "C", "D" and "R" Signs in Place	255 sq.ft.	3.75	956.25
Type "E" Signs in Place	120 sq.ft.	4.00	480.00
			$1,540,463.60
Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
Signing (Temporary)	All Required		500.00
Seeding and Mulching	All Required		3,060.00
			$ 18,560.00
Utilities			
Work by the N.W. Natural Gas Co.	All Required		$ 2,500.00
Work by the City of Portland (Water System)	All Required		27,000.00
Work by the City of Portland (Power System)	All Required		6,000.00
Work by the City of Portland (Fire System)	All Required		2,500.00
Work by the Portland General Electric Co.	All Required		2,000.00
			$ 40,000.00
	Subtotal		$1,599,023.60
	10% Engr. & Cont.		159,901.40
	Total		$1,758,925.00

Length of Roadway - - - - - 3.430 Miles
Cost of Roadway Per Mile- - $512,806.12

Federal Funds -	$1,108,000.00
State Funds -	650,925.00
	$1,758,925.00

UNITED STATES GOVERNMENT

Memorandum

U-171(8)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 3, 1968

In reply refer to: 08-35-DA

6793

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-171(8)
West City Limits - St. Johns Bridge Section
Lord Bros. v. State of Oregon

Your request of February 1, 1968 signed by L. H. Young indicated the desire for favorable approval of a post-final voucher and Federal participation in the cost of the claim by Lord Bros. in the judgment rendered January 17, 1968 in the amount of $38,623.88.

The following facts have been considered:

1. Records of Division personnel who inspected the progress of the contract.
2. The State had been well represented.
3. Damage facts occurring to the plaintiff were adequately presented in the trial of the case.

Federal funds may therefore participate in this judgment, based on a pro rata share applicable to the project.

4-4-68

REFERRED TO
Young Mason Rohde
By Asst State Hwy. Engr.

RECEIVED
APR - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 2 - 1968

U-171(8)
6193

February 1, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project U-171(8)
W. City Limits-St. Johns
Br. (Portland)

Dear Sir:

The final voucher for the above project was submitted under a letter dated December 20, 1965 in which we stated there was a contractor's claim pending; and with the understanding that at the State's request the project could be reopened should the final settlement be deemed eligible for Federal participation.

We are enclosing a copy of the Judgment dated January 17, 1968 rendered in the settlement of the contractor's claim in the amount of $38,623.88 and request your approval of the settlement as being eligible for Federal participation.

Upon our receipt of your favorable approval a post final voucher will be prepared and submitted with a request to reopen the project for the Federal share of this settlement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:bb

cc: C. H. Maison
R. N. Chase
P. Hatcher

RECEIVED
DEC 1 - 1967
FOR U-171(8)
6193

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 28, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-171(8)
West City Limits - St. Johns Bridge Section
Suit by Lord Brothers

Mr. Klaboe's letter of November 24, 1967 requested Mr. Schell's assistance as a witness in the suit brought against the State Highway Department by Lord Brothers. Our Regional Counsel, Mr. Rutledge, has indicated that this is proper and Mr. Schell will be available during the week of December 4th to assist you in any way he can. We will await further information from you with respect to the time and place for reporting.

12-1-67

REFERRED TO
Johansen
State Hwy. Engr.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
NOV 27 1967
FOR FILING
U-171(8)
6193

November 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: W. City Limits-St. Johns Bridge
Section, F. A. No. U-171(8)

The State Highway Department is being sued by the contractor, Lord Brothers, on this project for a total of approximately $153,000. The suit will come to trial on December 4 and probably last for a large portion of that week.

The State Highway Department believes that justice can be benefitted by testimony of Mr. Herb Schell who was on the job at various times in the capacity of Area Engineer.

Please therefore advise whether or not it will be possible for the State to use Mr. Schell as a witness in this case.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
G. E. Rohde (Att: Alan Johansen)
L. H. Young

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID [illegible] SIMPSON, MEMBER
PORTLAND

A

RECEIVED
JUL 31 1967

FOR FILING
4-171(8)
[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 25, 1967

NOTED
F. B. KLABOE

Honorable Val D. Sloper
Circuit Court Judge
Marion County Courthouse
Salem, Oregon 97301

Re: Lord Bros. Contractors, Inc.
v. State Highway Commission
Marion County Circuit Court
Case No. 62011
Our file: L-5227
W. City Limits-St. Johns
Bridge Section
Columbia River Highway
Contract No. 6193

Dear Judge Sloper:

We have received today a copy of the current Marion County Trial Calendar, indicating that the above case has been set for trial on August 8, 1967.

In the same mail, we received the plaintiff's Reply, so the case is barely at issue.

We are obliged to request that the case be reset at a later date, as we do not believe it is possible to be ready for trial on August 8.

This case involves 11 separate counts, aggregating a sum of money well into six figures.

Our principal witness, the Resident Engineer on the project, is no longer in the State's employ and is not subject to subpoena. He has agreed to make himself available for trial, but could not possibly be here on such short notice. This is particularly true since the trial may well last for a week or more, and we will probably need several days of pre-trial conference with him before the trial commences.

Mr. Weiss, the plaintiff's attorney, called me this morning and indicated that he is also going to request a resetting. Since neither my nor Mr. Weiss' vacation plans are of any consequence in this matter, I will not mention those, but we would appreciate your early advice as to whether a postponement is possible.

Respectfully yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh

cc: Mr. Robert L. Weiss

Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. G. E. Rohde
Mr. A. E. Johnson -
Attention: Mr. A. V. Benedict

RECEIVED
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 2[illegible] 1966

FOR FILE
u-171(R)
6172

STATE OF ALASKA

DEPARTMENT OF LAW
~~DISTRICT ATTORNEY - FIRST JUDICIAL DISTRICT~~
Office of the Attorney General

ROOM 410 STATE CAPITOL, POUCH ~~A~~ K
JUNEAU 99801

December 16, 1966

State of Oregon
State Highway Department
Salem, Oregon
97310

Attention: F. B. Klaboe
Assistant State Highway Engineer

Re: Lord Brothers Construction claim

Dear Mr. Klaboe:

I wish to acknowledge your letter dated December 9, 1966 concerning the above matter. Please be advised that this office will be pleased to make Mr. Lytle available as a witness in the event his presence is requested during subsequent litigation. I would appreciate as much notice as possible to enable our making the necessary personnel substitutions in Mr. Lytle's office. Although I have been only casually acquainted with Mr. Lytle, I have heard nothing but highly favorable reports concerning his work with the Department of Law for the State of Alaska.

Very truly yours,

D A Burr
D. A. BURR
ATTORNEY GENERAL

Porter, Patterson
REFERRED TO
Rohde, Morgan, Johnson
BY ASST. STATE HWY. ENGR
12-23-66

NOTED
F. B. KLABOE

DAB:eva

cc: Richard P. Lytle
Assistant Attorney General
Anchorage, Alaska

RECEIVED
DEC 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1966
FOR FILING

December 9, 1966

AIRMAIL
The Honorable D. A. Burr
Attorney General
State of Alaska
Juneau, Alaska

Dear Mr. Burr:

Prior to taking a position with your organization, Mr. Richard Lytle was employed by the State of Oregon as a Resident Project Engineer. Mr. Lytle's work with us in many phases of engineering was highly satisfactory and we feel his loss to the State to a considerable measure. However, he is now with you and I feel sure that he is doing a yeoman job in that capacity.

The last job that Dick had was a construction job in the Portland city limits. It was an extremely complicated job but finely was satisfactorily completed by Lord Brothers Construction Company of Portland, Oregon. We have received a claim from this Company in excess of $150,000. It is our considered opinion that there is no substance to the claim and we have, therefore, denied it. It is anticipated that the contractor will take the claim to the Oregon courts and attempt to collect.

If this litigation materializes, we would need Mr. Lytle's help to prepare the case and to testify concerning his part on the job for a period of about three weeks. Actually, we would be in a very poor position if we could not place the engineer in charge of the job on the stand during the trial.

I have discussed the matter with Dick and he advises me that he will consent to coming to Oregon at the expense of the State of Oregon whenever it is necessary to do so. I am now asking you for permission to allow him a leave of absence to cover such a period if it becomes necessary.

The Honorable D. A. Burr
Page two
December 9, 1966

If you find that it will be possible for the State of Alaska to grant this favor, please advise me so that we can continue with our necessary preparations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. Richard Lytle
Forrest Cooper
R. L. Porter
G. E. Rohde
J. R. Patterson
F. D. Morgan
A. E. Johnson

STATE OF ALASKA
WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF LAW
~~DISTRICT ATTORNEY~~ – THIRD JUDICIAL DISTRICT
Attorney General's Office
360 "K" Street
~~941 4th Avenue~~ – ANCHORAGE 99501

December 1, 1966

F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Fred:

I have received your very nice letter but would be willing to come back to the State of Oregon for what time is necessary for the preparation of the pending litigation between the State of Oregon and Lord Brothers Contractors.

In my present job I have a case-load of over a hundred cases, so I would like to have all the advance notice possible in order to arrange the scheduling of cases in order to be gone for the necessary time.

As to whom you should write in our Department for permission for me to leave, I can now tell you that the request should be addressed to D. A. Burr, Attorney General, Juneau, Alaska. He has just been appointed by the newly-elected governor and that is the reason I have postponed answering your letter--to wait until the governor-elect had appointed a new attorney general.

I have given you as a reference for both my application to take the Alaskan Bar and also for my application for an engineering license here in Alaska. I wish to thank you for any help you may be in regard to these.

In my present job I deal entirely with the Highway Department, and find that my experience in Oregon is helpful, and helps solve some of the problems arising here in Alaska.

Very truly yours,

Richard F. Lytle
Assistant Attorney General

12-5-66
cc Porter
Rohde
Patterson
Morgan
Johnson

RFL:kz

ret orig to-me.
7

RECEIVED
DEC 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 5 1966
OREGON
STATE HIGHWAY COMMISSION

NORTH TO THE FUTURE IN 1967!

RECEIVED
NOV 17 1966

8P*18102-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1966

6192

To: MEMO TO THE FILES

SUBJECT: West City Limits-St. Johns Bridge
Contract No. 6193
Contractor's Claim Review

On November 10 the Claim Review Board, consisting of the following, met to consider the subject claim:

R.L. Porter, Deputy State Highway Engineer
T. Edwards, Assistant State Highway Engineer
F. B. Klaboe, Assistant State Highway Engineer
G.E. Rohde, Chief Counsel

Also present were Al Johansen-Legal Division; F.D. Morgan-Construction Engineer; A.V. Benedict-Assistant Metro Engineer; and the writer.

This claim from Lord Brothers, Inc.. was formally submitted March 15, 1965, and originally totalled $153,711.72 and was in 12 different parts. Subsequently, four small items have been settled and paid by price agreement in the amount of $367.71, so the total amount of the claim has really been reduced to $153,344.01.

The discussion centered mostly on Part 5 of the claim which is the major item (\$115,073.64), arising from delay in moving utility lines. Mr. Johansen advised that a compromise settlement could probably be made for \$44,800 for the entire claim. (This is derived by a lump sum of \$40,000 plus the liquidated damages remaining in the amount of \$4,800, which is Part 12 of the claim.)

It was the decision of the Review Board to not sanction such a compromise.

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe

NOV 1 [illegible] 1966

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NOV 15 1966
FOR FILING

u-171(v)

6192

November 14, 1966

Mr. Richard Lytle
Alaska Department of Law
Office of the Attorney General
Suite 105, 360 "A" Street
Anchorage, Alaska

Dear Dick:

I notice from a recent application for a license for professional engineering that you are now employed by the Alaska Department of Law. I gather from this that you have decided to put your law practice to good use. We hope that you are enjoying your work in Alaska. Advancement up there is more rapid than it has been in the state of Oregon.

We expect Lord Brothers to file a suit against the State for extra compensation on the West City Limits-St. Johns Bridge project. When it becomes necessary to try the case, we feel that your presence here for two or three weeks will be most desirable.

In this connection, I would like to know two things: (1) whether or not you would be willing to spend the time necessary in Oregon at the expense of the Oregon State Highway Department; and (2) whom I should write to in your Department requesting permission for your absence to participate in this trial. I do not know when the trial will be held, Dick, but probably not for at least six months and maybe a considerably longer period.

We have examined your notes kept during the progress of the project and have found them to be the most complete set of notes of any project that we know of. You are to be highly congratulated for the good work in this regard.

Sincerely,

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter

RECEIVED
JUN 1 [illegible] 1966

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

U 171 (8)

DATE: June 13, 1966

TO : 6193 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: H K Backlund
L. K. Backlund
Administrative Manager

SUBJECT: Final Voucher
Federal-aid Project I-5-2(34)62

The final voucher on the subject project has been approved in the amount submitted of $383.39; however, this amount has been reduced by $263.29 to cover the deduction on Voucher No. 30 - Final, project U-171(8). The net amount approved on this claim is $120.10.

6193

Orig to Marion
copy

REFERRED TO
By Asst. State Hwy. Engr.
6-15-66

RECEIVED
JUN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 15 1966
FILING
U-171(8)
6193

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Maison [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 13, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Final Voucher
Federal-Aid Project U-171(8)

In accordance with Mr. Maison's April 4, 1966 memorandum transmitting transfer vouchers to purify costs, the claim on the subject voucher has been approved in the amount of ($263.29), computed as below:

Net Amount Claimed		$ 0.00
Transfer Vouchers Deducted:		
Equipment Rental - page 5	$ 16.80	
" " " 5	16.80	
Payroll - page 13-1	106.24	
" " "	69.36	
" " "	120.96	
" " "	84.80	
Total Deduction		$414.96
Pro Rata at 63.45%		
Net Deduction		$263.29
Net Amount Approved for Payment		($263.29).

This amount has been deducted from final voucher No. 9 on project I-5-2(34)62. #645

copy
REFERRED TO
By Asst. State Hwy. Engr.

orig to Maison

6-15-66

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1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 26 1966
FOR FILE

U-171 (8)

6193

Salem, Oregon 97310
April 26, 1966

Mr. J. Robert Patterson
Chief, Trial Section
BUILDING

Reference is made to the claim of Lord Bros. Contractors, Inc., on the West City Limits-St. Johns Bridge Section of the Columbia River Highway, Contract No. 6193.

As I understand the matter, the contractor has offered to settle this claim for approximately $45,000. As you know, I do not have a great deal of sympathy with it. However, in light of your suggestion that we request further documentation from him before completely rejecting the offer, I am withholding a decision.

Please, therefore, attempt to get such additional information from the contractor and advise me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
APR 26 1966
FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Klaboe

111 (8)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6113 : Mr. Forrest Cooper, State Highway Department
Salem, Oregon

DATE: April 20, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. H. Girvin
Acting District Engineer

SUBJECT: Oregon Project U-171(8)
W. City Limits - St. Johns Bridge Section
Columbia River Highway
Price Agreement No. 15

Reference is made to Mr. Young's letter dated March 17, 1966 requesting approval of Price Agreement No. 15 covering complete settlement of the contractor's claim on items 8b, 8c, 10, and part of 5 as set out in the contractor's claim letter of March 15, 1965 on the subject project.

While the justification of cost by your Chief Cost Analyst is considered satisfactory, we are unable to allow Federal participation in this Price Agreement as presented for the following reasons:

1. The receipt from the City of Portland covering the reinstallation of the fire alarm lines indicates that the work was performed on January 2, 1963. Authorization to proceed with adjustment of this facility was not given until February 1, 1963.

2. No information included which justifies the State's responsibility in claim items 8b, 8c, and 10.

If you are able to provide us with additional information which clearly places the obligation responsibility for this work on the State, we will be happy to review it and reconsider possible approval for Federal participation.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
4-26-66

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OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 7 - 1966
FOR FILING
U-171(8)
6192

April 7, 1966

General Insurance Company
of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $367.71 will be made to Lord Bros. Contractors, Inc., and Lord Bros. Contractors on Contract No. 6193 for grading, paving, and signing on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,674,821.74 including the post-final payment. Of the total $44,554.12 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Lord Bros. Contr.
and Lord Bros. Contrs., Inc.
9233 N. Calvert Street
Portland, Oregon

C H. Maison
Attn: John Herr

RECEIVED
JAN 24 1966
FOR FILING

u-171 (8)

6193

Salem, Oregon 97310
January 24, 1966

Mr. D. E. Rohde
Chief Counsel
BUILDING

West City Limits-
St. Johns Bridge Section,
Columbia River Highway
Contract No. 6193

I enclose the file folder from the General Files and a copy of a letter dated January 12 all concerning claims by the Lord Bros. Contractors, Inc., for extra compensation on this project.

You will note that they advise us that they are going to institute legal steps in an attempt to enforce their claims.

We have had several meetings with the contractor and cannot come up with a settlement of the claims.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

Enclosures

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

l

RECEIVED
JAN 24 1966
FOR FILING

u-171 (8)

6193

January 24, 1966

Mr. W. T. Lord
Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland, Oregon 97217

Re: West City Limits-St. Johns
Bridge Section, Columbia
River Highway, Contract No.
6193

Dear Mr. Lord:

This letter will acknowledge yours of January 12 in which you advise us that you have instructed your attorneys to proceed with legal action against the State.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:swb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (2604)
G. E. Rohde
F. D. Morgan

1-27

JAN 13 66

MECHANICAL
PLUMBING
- HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4591

REFERRED TO
admin
BY SECRETARY

January 12, 1966

REFERRED TO
KLABOE
BY STATE HIGHWAY ENGINEER

State of Oregon
State Highway Department
Salem, Oregon 97310

Subject: West City Limits - St. Johns Bridge
Section, Columbia River Highway
Contract No. 6193

Gentlemen:

We have received your letter of January 5, 1966, advising of the approval of claims No. 5, 8b, 8c, and 10 in the total amount of $ 367.71, and of the rejection of the balance of our claims.

We are instructing our attorneys to proceed with the necessary legal steps to enforce collection of the claims that have been rejected. Meanwhile, we will be pleased to discuss them with you at any time should you care to do so.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

W. T. Lord
W. T. Lord

WTL/c

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 - 1966
FOR FILING

u-171(8)

6193

January 5, 1966

Lord Bros. Contractors, Inc.
9233 North Calvert Avenue
Portland, Oregon 97217

Re: W. City Limits-St. Johns Bridge
Section, Columbia River Highway
Contract No. 6193

Gentlemen:

Your claim on the referenced project in the amount of $153,711.72 has been carefully reviewed by both our Metropolitan Division and Salem office. Of the twelve claim items listed, we can find clear justification for only the following:

Claim No.		Amount Justified
5	(Reimbursement for payment to Fire Department - Receipt needed)	$100.00
8b	Guardrail reinstallation	46.92
8c	Guardrail reinstallation	75.00
10	Sidewalk Excavation	145.79
	Total	$367.71

We are instructing the Division Office to have Price Agreements prepared and submitted to you accordingly for complete settlement of these four claims.

All other claims as presented must be and are denied. If you wish to discuss them further, we would be glad to seek a mutually agreeable time.

Very truly yours,

JAB:bjm srb

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
Alan H. Johansen
A. V. Benedict (Note: Please follow instructions on P. A.)
R. F. Lytle

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1965

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193
Contractor's Claim

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

A December 16 meeting with the writer and Mr. Juve representing the Highway Department and Mr. O'Callahan representing Lord Bros. Contractors, Inc. was not successful in compromising this claim. Mr. O'Callahan indicated they were open to a compromise, but for a greater amount than we could offer.

The contractor's March 15 claim letter has not been formally answered. This has been discussed with Mr. Johansen of our Legal Division and it was his opinion that the reply should be made, but by other than the Legal Division, as the contractor's communications so far have been in his own name and not from a legal counsel.

We, therefore, offer the attached draft for this purpose. This attempts to dispose of four small items which we admit should be compensated and also still holds the door open a little bit for negotiation.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachment

RECEIVED
DEC 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1965

FOR FILING

U-171 (8)

6193

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 23, 1865

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Young
Mochring

8
SUBJECT: Oregon Project U-171(6), W. City Limits, St. Johns Bridge
Request for modification of project agreement
Mr. L. H. Young's letter, dated December 13, 1965

In the letter listed above, you have asked for an increase in File No. 31706 from $5,000 to $40,000.

It would appear that approximately $15,000 of this increase is on the basis of letters of opinion by Mr. Kolberg, dated December 1, 1961 and Mr. Draper, dated November 28, 1961 reflecting damages to the property for the taking access control to relocated St. Helens Road which, in effect, landlocks the subject parcel except to adjoining owners.

These letters do not appear to contain documentation supporting these revisions of market value. We would appreciate receiving copies of supporting data used by the appraisers.

NOTED
F. B. KLABOE

RECEIVED
DEC 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Young
Copy to Mochring 12-27-65

REFERRED TO

By Asst. State Hwy. Engr.

UY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 7 1965

FOR FILING

u-171 (8)

6193

Salem, Oregon 97310
September 3, 1965

Contractor's Claim
W. City Limits-St. Johns Bridge
Section, Columbia River Highway
Contract No. 6193

Mr. F. D. Morgan
Construction Engineer
BUILDING

On the basis of the findings made by Mr. Alan Johansen in his letter to you dated July 9, I concur in his recommendation that we attempt to negotiate a settlement of this claim on a compromise basis in the total amount of $10,000.

This sum, if satisfactory to the contractor, will have to be approved by the State Highway Commission before it could be paid, so your negotiation procedures should be made on the basis of a recommendation to the State Highway Commission.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. G. E. Rohde
Att: Mr. Alan Johansen

FORM E-30X—90M—1-63 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1965

SUBJECT: Contractor's Claim
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. Alan Johansen

Your July 9 letter asked three questions concerning Claim No. 1 -- repair of broken 8" drain pipes. Attached is Resident Engineer Lytle's response.

1. A definition of "subgrade" is needed. The subgrade is noted on the plan sheets and is at the bottom of the base rock. All of the pipes were installed below this level. The top of one of them, the 7' at St. Johns Intersection, was just at this level -- and it was the most shallow one of those in question. Not all of these pipes could be shown in profile on the plans due to other pipes, manholes or inlets being located laterally at the same station.

2. We did not specify or establish the time of pipe installation.

3. The pipe damage would not necessarily have been avoided by installing the pipe after the general excavation was done. At one of the claim locations this was the sequence, and the pipe got damaged anyway.

As to how much to offer for a final settlement, in addition to the total of $367.71 which we concede to be due on four of the claims, this is a matter of judgment and over-all appraisal of negotiations versus a court decision. We are sending a copy of your July 9 summary to Mr. Klaboe, who is very familiar with this job, and believe we should seek his advice in this respect.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachment

cc: F. B. Klaboe (w/attach.)

RECEIVED
AUG 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

CONSTRUCTION DIVISION
RECEIVED
JUL 12 1965

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

July 9, 1965

SUBJECT: West City Limits-St. Johns
Bridge Section
Columbia River Highway
Contract No. 6193
Claim of Lord Bros., Contractors

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

Attention: Mr. G. L. Decker
Assistant Construction Engineer

As requested in your interdepartment letter of May 26, 1965, we have reviewed the contractor's claims in light of the data and information in our extensive files. It seems appropriate to discuss these claims on an individual basis.

__Claim No. 1:__ Repair broken drainpipe - $290.00

After reviewing the file, we are uncertain as to whether the plans did originally call for placing this pipe in the sub-base, instead of in the sub-grade. If so, there may well have been a change or alteration in the details of construction, within the meaning of Article 1.9.5.

Also, is it definitely correct that the contractor voluntarily choose to lay this pipe before doing the general excavation, or did we require that the work be done in this sequence? Also, if the sequence had been reversed, is it a relative certainty that the claimed damage would have been avoided?

We tend to believe that this claim is probably invalid, but answers to the above questions might conceivably change or modify this belief.

__Claim No. 2:__ Standby time due to change in specifications - $173.29

The recommended rejection of this claim is apparently on the basis that the contractor was not, in fact, delayed by this change. Mr. Benedict says "any delay was of a very minor nature." The contractor's Exhibit A indicates a total of 21 man-hours of standby time, with a maximum of two hours for any one individual.

If there was no measurable delay, we agree that the claim is invalid. If a part of the crew was in fact delayed two hours, as the contractor claims, this might be held to be compensable, although to raise the point, for the small amount involved, certainly appears to be "nitpicking" on the part of the contractor.

Claim No. 3: Additional rock excavation - $1,950.00

According to Mr. Lytle's report, the actual drainage excavation performed in rock was decreased by some 1,741.40 c. y., rather than increased 150 c. y. as claimed by the contractor, when compared with the quantities indicated by the plans. On this basis, there certainly is no factual validity to this claim. Further, even if changes in lines and grades did, as the contractor claims, cause a net increase of some 150 cubic yards of rock excavation out of the 10,700 cubic yards bid quantity, or the 7,494.01 cubic yards, final pay quantity, of drainage excavation, this would appear insufficient to have any material effect on the character of the work or the unit cost thereof, and the contractor would accordingly be entitled to no adjustment under Article 1.9.5. We assume that the drainage excavation was bid on an "unclassified" basis.

Accordingly, we concur in rejecting this claim.

Claim No. 4: Drainage excavation in fills - $3,356.50

This claim appears to be factually unsound as to pipes number 1 and 2, and contrary to the prescribed method of payment as well as inaccurate in quantity, as to pipe number 3. The photographs are very good, and should be helpful in sustaining our rejection of this claim.

Claim No. 5: Additional costs due to delay in removing utility lines - $115,073.64

This of course is the contractor's major claim, where he seeks to recover for standby time, loss of efficiency, and other extra costs allegedly due to delay in the removal of utility lines.

We believe the contractor is correct in asserting a right to expect removal of the lines within a reasonable time. Despite the opinions of the power company personnel, BPR engineers, and others, we regard it as somewhat doubtful that a jury would regard the delay from December until August as a reasonable delay. The power company would obviously not want to admit that its delay was unreasonable and the BPR seems to rely on the power company's opinion. Thus, it appears quite possible that we did breach the contract in this regard.

The more serious problem is whether such breach, if any, was material. We appear to have good documentation of the facts that substantial work was available in many areas, that inefficiency of the contractor's operation existed, as evidenced by idle equipment, lack of coordination between the contractor and the various sub-contractors, etc. It is also significant that there were several instances where the contractor complained vigorously about utility poles not having been removed from a particular area and then, after removal of the poles, failed to commence any work in the area for several weeks.

It appears, in short, that we have sufficient evidence of other causes of delay to show that the failure to have all the poles removed had little or no effect on the overrun of the final completion date.

The contractor may, however, be able to show some inconvenience and loss due to re-scheduling of work and the like, because of the delay in removing all of the utility poles. If the court or jury believes that substantial losses of such nature occurred, and were reasonably foreseeable by the parties when the contract was entered into in case of failure to remove the utility lines within a reasonable time, the contractor could recover for such losses, despite his possible inability to prove the precise amount of his losses.

We do not believe that the contractor could recover the $115,073.64 claimed, or any sum approaching that. However, we are of the belief that if litigation could possibly be averted thereby, a compromise offer in a more substantial sum that the $632.29 contemplated, would be in the best interests of the State.

Claim No. 6: Re-laying 60-inch CMP - $902.75

The contractor claims that this pipe floated and ruptured, requiring re-laying, because the State required that it be connected to an existing culvert, thus shutting off drainage out of the area.

Our position seems to be, on the other hand, that if the contractor had back-filled over the pipe, as indicated by the plans, there would have been no trouble, since the weight of the fill would have overcome the buoyancy of the pipe.

As we understand it, there would have been no problem, despite both of those factors, if the trash-rack or catch-basin at the inlet end of the pipe had not become plugged, since but for that plugging, there would have been no flooding in the first place.

It is also noted that subsequently, in December of 1964, the redesigned catchbasin again became plugged, and the area again flooded but that the pipe remained undamaged at that time since it was fully covered.

Since the trier of fact might find that shutting off of the culvert and plugging of the trash-rack were our responsibility, and that these factors together with the contractor's failure to promptly backfill contributed to the loss, some splitting of this $902.75 item might be justified.

Claim No. 7: Bin-Wall backfill - $15,378.09

We found nothing in the file indicating that this claim has any more validity now than it had two years ago, when we expressed the view (see Opinion of the undersigned dated March 13, 1963) that no recovery was justified.

It was noted that later in 1963, the contractor revised downward the amount claimed from the original $3.35 per cubic yard, or an estimated $30,000.00 to $35,000.00 additional compensation, to his present claim for $15,378.09, based upon material, labor and equipment costs.

Claim No. 8A: Guard rail near water line - $920.00

Our position appears to be that although this water line was moved, it did not or should not have increased the contractor's costs. If we can so prove (or to be precise, if the contractor cannot prove that his costs were necessarily increased), there should be no recovery for this item. It is also noted that there was apparently no advance notice of this claim, as required by Article 1.9.6.

Claim No. 8B: Removal and re-installation of one post, etc. - $72.50

There is apparently no dispute over this item, except as to the proper amount, our figures indicating that the amount should be $46.92. We find no reason to quarrel with that figure.

Claim No. 8C: Moving of 50 feet of guard rail - $75.00

The Metropolitan Division, apparently with the concurrence of the Resident Engineer, is of the opinion that this is a valid claim and should be paid. It may be noted that in Mr. Lytle's evaluation he apparently had claims 8C and 8D reversed, and that there is actual agreement that Claim No. 8C should be paid and that Claim No. 8D should not.

Claim No. 8D: Replace 25-foot rail sections with 12.5-foot sections - $54.00

Mr. Benedict states that the plans called for 13'6-1/2" sections, and that the Resident properly required the contractor to change from the longer to shorter sections. This appears to be a proper evaluation, and we concur in the rejection of this claim.

Claim No. 8E: Raise elevation of 480 feet of rail - $168.00

Apparently this again was merely requiring compliance with the plans, and there is no apparent basis for the claim.

Claim No. 9: Changes in design of retaining walls - $9,703.16

This claim is for additional costs from delay allegedly resulting from: (1) the State's delay in revising designs; (2) the State's delay in approving cut-sheets, and returning them to the steel supplier, and (3) delay in removal of power lines.

The contractor apparently concedes that such changes were anticipated. We can apparently document the following facts, in addition to the defense against Claim No. 5, delay generally with respect to removal of power lines:

a. The changes were routine in nature, in most cases, and were required by reason of the nature of materials discovered when the excavations were actually made.

b. The re-designs could not be accomplished until the contractor excavated in the areas concerned.

c. The re-designs were promptly made when the contractor did excavate in the pertinent areas.

d. The cut-sheets were promptly returned to the steel supplier after receipt by the State.

e. The contractor, in some instances, began asking for revised designs before excavation, or even clearing, was done in the area concerned.

f. In many (though not all) cases, the contractor delayed the starting of excavation for retaining walls for several weeks or even months after all utility poles were removed. Also, there was delay in pouring in some instances after the revised drawings were furnished, and the cut-sheets were approved.

It is noted that the Resident Engineer also seriously challenges the contractor's computation of costs, even assuming that there was some compensable delay.

Even if the contractor prevails on the facts, there appears to be a substantial legal question as to whether he had a right to build the walls in any particular sequence. See Article 1.8.3, Standard Specifications (1954 ed.).

Claim No. 10: Sidewalk excavation after filling - $145.79

This claim is conceded by the Resident and Metropolitan Division to be valid, and we concur.

Claim No. 11: Adjustment of Sanitary Sewer Manholes - $650.00

It appears that this contract contained a bid item for adjusting manholes to grade. The five manholes in question, however, were built by the contractor under a separate contract with the City of Portland for construction of a sanitary sewer system. It seem to be our position that setting these manholes to conform to our final pavement grade did not require any work in addition to what was required under the City's contract, and that any claim is properly against the City.

Apparently the City's policy is to pay for the adjustment of manholes to final grade as an extra, while ours is to include it within the contract bid price. The City probably contends that since we, rather than they, established the final pavement grade, it is our obligation to pay for this adjustment.

Since, in addition to all of the other factors, the State probably has no authority to pay for the construction of sanitary sewers, we must reaffirm the rejection of this claim.

Claim No. 12: Remission of liquidated damages - $4,800.00

The contractor apparently exceeded the designated number of work days, by 37 days. His revised request for time extension was for 40 additional days. The engineer recommended a 21-day time extension; this was granted by the Commission leaving 16 days for which liquidated damages at $300.00 per day were charged.

The basis for the 21-day extension was the time required to produce base rock and AC pavement, in excess of the estimated contract quantities.

There appears to be sufficient evidence of the contractor's general inefficiency to completely justify the refusal to grant any additional time extension, and we concur in the recommended rejection of this claim.

CONCLUSION:

It seems highly unlikely that the contractor would agree to settle $153,711.72 in claims for $1,000.00. An offer of that amount therefore should be made with the almost certain knowledge that a lawsuit will result. There are, of course, risks in any litigation, for both sides, regardless of how favorable the evidence might appear to be.

In this case, it is our opinion that the contractor might be able to recover at least some part of the claimed amounts on Claims No. 1, 2, 5 and 6, in addition to the recommended allowance of $367.71 on Claims No. 5, 8B, 8C and 10. By reason of presently unknown facts, or a differing analysis of known facts, a court or jury might also find some measure of validity in some or all of the remaining claims.

Our recommendation would accordingly be that we extend a compromise offer of perhaps $10,000.00 in full settlement of all claims, including the $367.71 admittedly due on Claims No. 5, 8B, 8C and 10.

That figure ($10,000.00) appears to be high enough so that it is at least conceivable that the contractor might accept it, and low enough to be well below the limits of possible recovery in the event of litigation, and we believe a settlement at about that level would definitely be in the public interest.

In any event, in communications to the contractor we should not single out Claim No. 5 (over and above the $100 reimbursement for payment to Fire Department), or any other individual claim, as being partially or arguably valid. Because of the likelihood of litigation, it is undesirable to admit that we regard any part of any specific claim (other than $100 of Claim No. 5, 8B, 8C and 10) as possessing any validity. Thus, any offer should be in terms of denying the validity of all claims except $100 of Claim No. 5, 8B, 8C and 10, on which we find $367.71 to be due, but that in a spirit of compromise, reasonableness and brotherly love, we are willing to offer $10,000.00 in full settlement of all claims on the project.

We would like to commend the field personnel, particularly Mr. Lytle and his assistants, for the excellent records kept on this project. It appears that any adverse conclusion of this dispute will not be attributable to a lack of proper documentation.

We are returning your file herewith. Of course the $10,000.00 payment is only a proposed figure for compromise settlement, to avoid, perhaps, the possibility of a greater sum being awarded in litigation.

ALAN H. JOHANSEN
Staff Attorney

AHJ:lb
Attachment

COMMISSIONERS
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KENNETH N. FRIDLEY, MEMBER
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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 29, 1965

Rask, Hefferin and Bowerman
Attorneys at Law
410 Oregon Bank Building
Portland, Oregon

Attention: Mr. Victor C. Hefferin

Subject: Access Restriction
File No. 31714 (Illias)
Lots 11 and 12
Columbia River Highway
Multnomah County

Dear Vic:

Your letter of July 21, 1965, addressed to Mr. Walter T. Wright, our former Right of Way Engineer, has been referred to me for reply.

The Illias file is not new to me as I have previously investigated this entire matter. Originally, the State's Letter of Offer, dated April 4, 1962, offered $3600 for the right of way property needed, together with Lots 11 and 12, since it was necessary to acquire all access rights to them. Your client refused this offer. At the time of the original offer and of all subsequent negotiations, Mr. Illias's only access to the Columbia River Highway from Lots 11 and 12 was by a pedestrian ramp. As the deed of June 15, 1962, recites, the State acquired "all easements and rights of access and all rights in the nature of rights of access which have accrued, or may hereafter accrue, from and between Lots 11 and 12, Block 9, Glen Harbor, Multnomah County, Oregon, and the public highways identified as the relocated and the existing Columbia River Highways, now constructed on and along the Southerly side of said property, with the intent that all existing, or subsequently accruing easements or rights of access (from said Lots to said public highways), if any, are hereby conveyed to and vested in the State of Oregon, by and through its State Highway Commission."

In view of the fact that the only access utilized by your client, or feasible of construction, from Lots 11 and 12 to the highway, was a pedestrian access, it does not appear how it can be logically contended that the pedestrian access was not acquired by the State by the deed of June 15, 1962. State's Letter of Offer of April 4, 1962, advised Mr. Illias that the acquisition of all access to Lots 11 and 12 would leave

NOTED
LLOYD P. SHAW

these lots without any right of access to any public way, and offered to purchase all of Lots 11 and 12 to avoid leaving him with a landlocked remainder. At the time of negotiations, Mr. Illias indicated he wanted to keep Lots 11 and 12 even though he was selling the access rights to the highway. The settlement amount was reduced to $2,000 since Mr. Illias retained title to Lots 11 and 12.

Mr. Illias was never deceived concerning what the State intended to do and the details of the undertaking between the parties. State's letter dated May 25, 1962, accepting the option sets out all the details of the matter and specifically releases to the State all rights of access to the Columbia River Highway from said Lots 11 and 12. This letter was received by Mrs. Illias on May 26, 1962.

Mr. Harold Schmidt, Right of Way Agent, has denied that he made any representation to your clients about the pedestrian access remaining in use.

The State's Resident Engineer advised your client that the pedestrian ramp could not remain in place and State would have it removed by its contractor. Mr. Illias, however, stated that he wished to salvage the material by removing it himself. This he did during construction. After the construction and filling of the metal bin retaining structure, Mr. Illias re-erected the ramp over a week end when State personnel were not present to prevent it.

Mr. Illias requested a permit for the ramp from the State (see ORS 374.305) but it was refused on two counts; first, that he did not have a right of access to the highway from Lots 11 and 12 (see ORS 374.310(1)), and second, because an access at this point could not be allowed upon a public safety basis. If you have observed this property, you have seen the signs posted for no parking along the northerly edge of the highway in the vicinity of Mr. Illias's building, and if you have walked along the area during hours of heavy traffic the reasons for the posting are self-evident.

The department has attempted several times to obtain Mr. Illias's compliance with the law and his contractual undertaking with the State, but has failed to get that compliance. In order to protect the safety of the public and obtain the rights the State purchased, the State had no alternative, short of a suit, except to erect the fence within its right of way to prevent the use of the illegal access.

We do not solicit lawsuits, but it is believed that in this matter the equities and the law all lie on the side of the department. Further, we believe we have investigated all of Mr. Illias's allegations concerning misinformation or misrepresentation.

With best personal regards.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:ja

cc: L. P. Shaw
F. B. Klaboe
G. E. Rohde
Frank C. McKinney
D. H. Moehring
J. J. Smith
A. E. Johnson

RECEIVED
JUL 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 7 - 1965

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1965

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. Alan H. Johansen

We are attaching a bulky file having to do with a claim by Lord Bros., contractors on the subject project. Data includes the following:

1. The original of the contractor's claim of errors and omissions.
2. A claim by claim discussion by Mr. Lytle with numerically arranged file of documents and pictures.
3. A claim by claim discussion by Mr. Benedict.

This claim lists 12 items with the total in money being $153,711.72. Only a very small part of the claim can be justified. In fact, as Mr. Lytle's documentation will point out, our position and denial of the major portion is on record with the contractor. It is expected final settlement will be determined in court and ask your review before further reply.

This office concurs in the recommendations of Mr. Benedict -- that is, denial of all items of claim except as follows:

CLAIM NO.	RECOMMENDATION
5	Denial of claim as presented. Reimbursement of $100 payment to Fire Department, subject to confirmation, plus relatively small adjustment for increased clearing costs ($632.29)
8b	Payment of $46.92
8c	Payment of $75.00
10	Payment of $145.79

The total of the firm figures recommended for payment amounts to $367.71. After discussion with Benedict a figure of $632.29 was agreed upon for adjustments mentioned under Claim 5. This provides a figure of $1,000.00 to offer as a basis of settlement.

At this time it is believed an answer to the contractor should be made in the form of a letter over Mr. Klaboe's signature. A rough draft of this letter is attached for your approval and revision, if necessary, before submission to Mr. Klaboe.

F. D. Morgan
Construction Engineer

By [illegible]

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: F. B. Klaboe
L. H. Young
A. V. Benedict
R. F. Lytle

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STATE HIGHWAY ENGINEER

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6193

Salem, Oregon 97310
April 5, 1965

Contract 6193, West City
Limits, St. Johns Bridge
Section, Lower Columbia
River Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

A copy of the contractors' letter of claims making a total of $153,711.72 in claims is forwarded for your analysis and recommendation.

I note that a copy of this claim has been forwarded to the Resident Engineer, Mr. Lytle, and, therefore, feel sure that the field has already started working on their analysis.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Mr. A. E. Johnson

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4591

[illegible] TO
Shaw

March 15, 1965

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Richard Lytle, Resident Engineer

Subject: Contract 6193, West City Limits - St. Johns Bridge Section Claims of Errors and Omissions in Final Estimate and Voucher and For Additional Compensation Earned Under the Contract

Gentlemen:

In accordance with the provisions of the Supplemental General Provisions of the above contract, the contractor hereby submits its claims of errors and omissions in the final estimate and voucher and for additional compensation earned under the contract.

A summary of the claims follows:

1.	Repair of broken drain pipes	$ 290.00
2.	Standby time due to change in specifications	173.29
3.	Additional rock excavation due to changes in lines and grades	1,950.00
4.	Drainage excavation in fill areas	3,356.50
5.	Additional costs due to failure to remove power, light, telephone and fire-alarm poles and lines	115,073.64
6.	Relaying 60-inch corrugated metal pipe	902.75
7.	Bin Wall Backfill	15,378.09
8.	Increased costs of installing guard rails	1,289.50
9.	Change of retaining wall design	9,703.16
10.	Sidewalk excavation after filling	145.79
11.	Adjustment of sanitary sewer manholes	650.00

12.	Liquidated damages	$ 4,800.00
	Total	$153,711.72

An itemized statement of each claim is set forth below in the order listed above.

1. Repair of broken drain pipes - $290.00

Due to the fact that drain lines were specified for placement in the sub-base instead of being specified for placement entirely within the sub-grade, certain portions of the lines within the sub-base were necessarily subject to loads during construction resulting in their being crushed or broken. The portions so damaged and which were replaced were as follows:

St. Johns intersection	16 feet
Across from Corps of Engineers and Gas Co.	24 feet
Near Catholic Church	24 feet
	64 feet

Excavation 14 cu. yd. at $7.00 (Bid Item #2)	$ 98.00
Pipe, 64 feet at $3.00 (Bid Item #28)	192.00
	$290.00

2. Standby time due to change in specifications - $173.29.

At station 653 + 39 an 18" drainage pipe was specified to cross the highway (See Sheet No. 15 of the contract drawings). In the course of performing the work, an obstruction was encountered on February 25, 1963, which made it impossible to install the 18" line as specified. It is our understanding that the obstruction, consisting of an oil pipe line, was installed subsequent to the design of the highway and related facilities. The drawings do not show the existence of the oil pipe line.

As a consequence of this emergency situation, Mr. Lytle, the resident engineer, directed a field change consisting of the installation of two 12" pipes in substitution for the 18" pipe originally specified. The two 12" pipes were installed as directed by him and avoided the oil pipe line. The Highway Department has, of course, paid for the installation of the 12" pipes at contract rates.

During the portion of the day that was required for initiating the field change, our construction crew was unable to work, and as a consequence were on a standby basis. The costs incurred by the contractor for the standby time, as shown by the contractor's daily report, are shown on Exhibit A, attached hereto and by this reference made a part hereof.

In addition, because of the delay, the work involved in the change could not be completed the same day. This necessitated the placement of additional lighted traffic barricades that night. Had the change not been required, of course, the additional barricades also would not have been necessary. The cost of the barricades is also shown on Exhibit A.

3. Additional Rock Excavation Due to Changes in Lines and Grades - $1,950.00.

In accordance with the specifications, various field changes in lines and grades were directed by the Resident Engineer. These resulted in lowering the grades and increasing the quantity of rock excavation forming a part of drainage excavation (Bid Item No. 2). The estimated increase in rock excavation is 4,052 cubic feet or approximately 150 cubic yards. The lowering of the grades materially changed the character of the work and the cost thereof.

Bid Item No. 2 is Drainage Excavation, Unclassified . In bidding this item of the work, the contractor took into account the fact that the excavation would include dirt, clay, sand, gravel and rock. Taking into account the various types of excavation and the estimate of the quantities of these various types, the contractor arrived at what was in effect a combination price for the unclassified drainage excavation. Had the contractor known that the lines and grades would be changed, it would have included additional estimated rock in its computation of this bid item, thereby increasing the unit price for this bid item. The contractor is, therefore, entitled to additional compensation for the increased costs occasioned by the changes directed by the Highway Department.

The reasonable cost of performing the additional rock excavation is $20.00 per cubic yard. Inasmuch as the contractor has already been compensated at the unit price of $7.00, the difference of $13.00 should be paid for the increased rock excavation. At this price, 150 cubic yards of rock excavation equal $1,950.00, the amount claimed.

4. Drainage excavation in fill areas - $3,356.50

On the job the Engineer took the position that the contractor was entitled to payment for drainage excavation in fill areas for only that portion of the excavation measured from the flow line to one foot above the top of the pipe. The actual excavation, of course, extended to the top of the subgrade. The contractor claims that it is entitled to be paid for all of the excavation.

There is no provision of the specifications that substantiates the position of the Engineer. In fact, the drawings themselves show that the Commission, in issuing the drawings to the contractor, had interpreted the contract to mean that the contractor would be paid for the actual excavation as claimed. The drawings state the quantity of drainage excavation between specific stations. The same drawings also show the flow line elevations and the elevations of the subgrade. Multiplying the average depth between the flow line and subgrade elevations by the length and width of the trench between stations equals the quantity of drainage excavation stated on the drawings.

The calculation of the claim is shown on Exhibit B, attached hereto and by this reference made a part hereof.

5. Additional costs due to failure to remove power, light, telephone and fire-alarm poles and lines - $115,073.64.

This claim has been the subject of considerable correspondence. It arises because power, light, telephone and fire-alarm poles and lines were present in the work areas which were required to be removed by others within a reasonable time, were not so removed and as a consequence the work was impeded, obstructed, made more difficult and costly and delayed. The same statement also applies to a water main which was not relocated until late in the job.

This matter was discussed with the Highway Department on November 26, 1962, prior to commencement of work. The Department was subsequently advised of the delays and the intent of the contractor to make a claim for the increased costs of doing the work by letters as follows:

February 28, 1963
June 11, 1963
July 12, 1963
July 19, 1963
August 19, 1963

All of such letters are hereby incorporated herein by reference. In addition, this matter has been noted in various memoranda and letters listed below in connection with Claim No. 12, all of which are also pertinent as evidence of the delay.

The contractor's position is that, under the contract, the poles and lines were required to be removed with a reasonable time and that a period of thirty days from November 20, 1962, the date of award of the contract, was the period within which the poles were required to be removed. The delay in removing the poles subsequent to such 30-day period constituted a breach on the part of the State, and all increased costs of the contractor resulting therefrom are subject to reimbursement.

Under the terms of the contract:

a. The State had 30 days after opening of the contractor's bid in which to award the contract. The purpose of this period of time was to permit the State to obtain possession of the land necessary for the performance of the work and to accomplish the required preliminaries to actual work performance, i.e., to have the poles and lines removed.

b. It was intended that contractor would commence work upon execution of the contract and would work diligently toward completion. Time was of the essence of the contract and damages were provided for failure to complete the work within the 150 work days allotted.

The State, in fact, awarded the contract on the date it was bid, November 20, 1962, and on that date the Commission's secretary was instructed to forward the contract and bond to the contractor for execution. The contract and bond were sent to the contractor on November 27, 1962. The work was started on December 3, 1962.

It is the contractor's position that:

1. Under the terms of the contract and invitation to bid, the State was obligated to have the poles and lines removed within a reasonable period of time.

2. The State represented that the poles and lines would be removed within a reasonable period of time, and assumed responsibility for effecting this removal.

3. The State's action in awarding the contract immediately and submitting the contract to the contractor one week after the bid opening -- instead of taking the full 30-day period, or not awarding the contract at all -- was a representation and assumption of responsibility by the State that sufficient possession of the land would be obtained to permit unimpaired and efficient operations by the contractor, and that the required preliminaries to actual work performance would shortly be concluded. In any case, the contractor had the right to expect that these things would not require longer than the 30-day period which the State could have taken.

4. Because the State failed to have the poles and lines removed within a reasonable time, it is liable for breach of contract and for misrepresenting the conditions under which the work would be performed. That this may have been unintentional on the part of the State makes it no less a breach.

5. Refusing to extend the contract completion time 40 days on account of this and other delays (See Claim No. 12), coupled with the assessment of liquidated damages for failure to complete the work within 150 work days, is an unwarranted attempt by the State to offset the increased costs flowing from its failure to remove the poles and lines.

The claim has been computed as follows:

Overtime work July 22 to April 5, 1963	$ 1,243.52
Payment by contractor to City of Portland Fire Dept. for removal of fire alarm wires in bin wall area. The Fire Dept. would not	

Brought forward	$ 1,243.52
remove the wires unless paid to do so. The State had not made adequate arrangements and in the interests of expediting the work, the contractor made the payment. Had it not done so, the increased costs would have been higher.	$ 100.00
Additional clearing costs due to delay in removal of high tension power lines which resulted in contractor having to haul material away from under the lines rather than being able to burn it in the area.	
Loader, 17 days at $160.00/day	2,720.00
3 men, 17 days at $105.00/day	1,785.00
	$ 5,848.52
15%	877.28
	$ 6,725.80
Standby time of subcontractor's equipment from January 15 - April, 1963; 14-1/2 days in May, 1963; 9 days in June, 1963; and cat and shovel standby time for a portion of the period August 13, 1963 - February, 1964, inclusive, during which period such equipment was used intermittently. Rates used were Highway Department standby rates for subcontractor's equipment	$ 44,609.09
Loss of efficiency affecting approximately 22,500 yards of general excavation during period August 13, 1963 - February, 1964. Because of previous failure to remove poles and lines, work in the large cut at the north end of the job was placed on an intermittent basis while work, primarily on retaining walls, was completed. Had the poles and lines been removed as required, the retaining wall work would have been completed, except for placing of embankment,	

Brought forward - $ 51,334.89

and the contractor could have completed the cut at the production rate achieved in July and August. The loss of efficiency increased costs 30%. The amount, based on costs of $1.10 per cu. yd., is calculated as follows:

22,500 cu.yds. x $.33 =	$7,425.00	
15%	1,113.75	$ 8,538.75

Loss of efficiency on other phases of the work, not otherwise included in this or other items of claim	$48,000.00	
15%	7,200.00	55,200.00

Total of all items in Claim No. 5 - $ 115,073.64

It should be noted that the failure to remove the lines and poles affected the sequential pouring of Class A concrete. Costs attributable to this item of work are included in Claim No. 9.

6. Relaying 60-inch corrugated metal pipe - $902.75

Due to the inadequacy of the trash rack and its failure to function properly under the conditions of use, and due to the fact that the contractor was required to place the 60-inch pipe in a previously existing drainage ditch and fill the same, with no provision made for water to enter the 60-inch pipe or to be diverted elsewhere, the fill in which the 60-inch pipe was located became saturated and the pipe floated and ruptured.

These inadequacies have been confirmed by the fact that subsequently the Highway Department has redesigned the trash rack and added a surface drainage structure or catch-basin designed to collect the surface water and to provide a means of drainage which did not exist at the time the pipe floated. The drainage so provided in effect replaced the drainage previously obtained through the drainage ditch in which the contract required the pipe to be laid and which the contract required be filled. See memoranda No. 17 and 18 dated February 4, 1963, and letter dated March 19, 1963, previously sent to the Highway Department, incorporated herein by this reference and made a part hereof.

The Engineer took the position that, had fill for the Richfield entrance road been placed at the time, the weight of the fill would have offset the buoyancy of the pipe. This hardly seems likely inasmuch as the dirt fill would also have become saturated, still resulting in floatation of the pipe. If, however, the pipe had not floated, ruptured and provided an outlet for the water, the entrapped water would have continued to rise eventually resulting in serious damage to the adjacent railroad embankment.

The costs of relaying the pipe amounted to $902.75, as shown on Exhibit C, attached hereto and by this reference made a part hereof.

7. Bin Wall Backfill - $15,378.09.

This claim was previously submitted on September 9, 1963.

Special material of a granular nature, as defined on p. 27 of the Special Provisions, is required for fill or backfill, as the case may be, in certain areas encompassed in the construction of the metal bin-type retaining walls. More specifically, the special material was to be placed within, above and behind the wall, toward the roadway, and in some cases, in front of the wall.

The contractor's position, briefly stated, is:

1. The Special Provisions state that the contractor will (a) furnish the special granular material, and (b) use it for filling and backfilling of the wall.

2. The lump sum payment provision covers payment for filling and backfilling. It does not purport to cover the cost of furnishing the material. That this is necessarily so is confirmed by several other aspects of the contract:

> a. Inasmuch as the Special Provisions (page 5) require the use of such granular material that was found on the project, and inasmuch as the contractor would be paid for such material found on the project under the bid items for excavation and hauling, the contractor would be paid twice if the lump sum payment also covered furnishing the material.
>
> b. The quantities of material are indeterminate from the drawings and from an inspection of the site. The State

would not expect a contractor to make a lump-sum bid for the furnishing of an amount of material where the amount was neither disclosed nor reasonably capable of estimate. Obviously, the taking of such a bid would not be in the public interest.

3. The Special Provisions (page 5) requiring the use of such material found on the job and the absence of a special bid item for the material (used in other cases where off-site materials were required to be furnished) imply that such granular material will be found on the job.

Because, therefore, the contractor was required to furnish the granular material and the cost was not included in the lump sum price, and, in addition, because the contract implies the existence of such materials on the project, the contractor is entitled to be paid for furnishing the granular material. Section 2.4.18 of the Standard Specifications, and other related sections, would also appear to be applicable.

The claim is computed as follows:

Material - dump site or stockpiled:

600 cu. yds. at $0.90/c.y.	$ 540.00
7900 cu. yds. at $1.10/c.y.	8,690.00

Haul from stockpile or dump site:
(Includes equipment and labor)

Michigan crane	32 hrs. at $18.80/hr.	$ 601.60
Scoop 3 c.y.	265 hrs. at 13.25/hr.	3,511.25
Dump truck	6 hrs. at 4.70/hr.	29.40
		13,372.25
		2,005.84
		$15,378.09

8. Increased Cost of Installing Guard Rails - $1,289.50.

This claim consists of a number of separate items as follows:

a. In the course of construction the City of Portland moved a water main and placed it at the location of the guard rail. This affected the work at Stations 491-499 and 504-509. The new location of the water main was not indicated on the contract drawings. As a consequence, the contractor was prevented from using regular guard rail installation equipment, and had to use other equipment under conditions requiring extreme care, including handwork.

The cost necessitated by the change of conditions was $920.00 determined as follows:

Guard rail installed with backhoe,	800 lin. ft. at $.90	$720.00
Guard rail installed by handwork,	500 lin. ft. at $.40	200.00
		$920.00

b. At Station 576 + 25 at the entrance to the Worm House, in accordance with instructions of the Engineer, the guard rail was removed and then re-installed. Cost of the work was $72.50.

c. On the south end of the NWB Line 50 feet of guard rail were removed and replaced in accordance with instructions of the Engineer. At $1.50 per lin. ft. the cost was $75.00.

d. At Station 553, LPR Line, Richfield Oil Co., 25-foot sections of guard rail were replaced with 12.5 foot sections of guard rail as instructed by the Engineer. See letter of June 10, 1964. The cost of doing this work was $54.00.

e. At Stations 573 + 20 to 558 + 00 the guard rails were installed at elevations in accordance with instructions of representatives of the Highway Department and as indicated by Typical Section A-A of the contract drawings. Subsequently, the Engineer required that the elevations be raised. The cost of making change was as follows:

480 lin. ft. at $.35 = $168.00

A summary of the items is as follows:

Item a.	$ 920.00
Item b.	72.50
Item c.	75.00
Item d.	54.00
Item e.	168.00
	$1,289.50

9. Change of retaining wall design - $9,703.16

Subsequent to award of the contract, concrete retaining wall No. 9267 was added and the following numbered concrete retaining walls were re-designed:

9031
9034
9036
9038
9041
9042
9076

As a consequence of the delay in furnishing new plans and in approving the re-steel cut sheets, it was not possible to proceed in an orderly, sequential fashion in the pouring of Class A concrete in walls and stairways (Bid Item No. 52). The contractor was required to hedge-hop about taking whatever Class A concrete work might be available. In fact, because of these delays, at one point in the construction the contractor had to lay off carpenters rather than being able to proceed in an orderly way with the work. In part, this inability to establish the sequence of construction which the contractor had anticipated when bidding the work also is attributable to delay in moving the poles and lines, noted under Claim Number 5. This claim may also, therefore, be considered in part as an additional element of Claim Number 5.

In bidding the work, the contractor estimated that the actual cost, exclusive of overhead and profit, for performing the concrete work would be $37.06 per cu. yd. During the months of September and October, 1963, the contractor was able to achieve a steady volume of concrete production. The average cost for concrete during those months was $37.76 per cu. yd., thereby confirming the estimate used in bidding the work.

The claim was computed by taking the difference between the actual costs per cu. yd. and $37.76 for each of the months from April, 1963, through January, 1964. A tabulation of this computation is attached hereto as Exhibit D and by this reference made a part hereof.

This claim has been the subject of previous correspondence, including contractor's memoranda Nos. 2, 5, 7, 8, 15, 22, 26 and 72 and letter of August 19, 1963, all of which are incorporated herein by reference.

10. Sidewalk excavation after filling - $145.79.

The contractor was originally instructed by the Engineer to backfill sidewalk excavation even with the top of the curb. Subsequently, the contractor was instructed by the Engineer to excavate the backfilled area for paving. The costs of excavating were $145.79, as shown on Exhibit E, attached hereto and by this reference made a part hereof.

11. Adjustment of Sanitary Sewer Manholes - $650.00.

Contract Bid Item No. 47 provides that contractor shall be paid $130.00 for adjusting manholes to grade. The contractor adjusted City of Portland Sanitary Sewer Manholes Nos. 1 - 5 to grade in accordance with contract requirements, but has not been paid for performing the work. This claim is one of an omission from the final estimate and voucher of work performed and which is covered by a regular unit price.

12. Liquidated damages - $4,800.00.

Various requests for extension of time have been requested in the course of the work. The factors on which the requests have been made justify extensions of the contract completion date from 150 days to at least 190 days. These factors include:

a. Failure to remove power and other lines and poles. (See Claim No. 5).

b. Failure to furnish plans and drawings promptly. (See Claim No. 9).

c. Weather conditions.

d. Furnishing of materials consisting of 1-1/2"-0" crushed rock substantially in excess of contract quantities. Because other operations were directly related and dependent upon the furnishing of this material, the increased material necessitated increased time for completion of the final stages of the work.

e. Replacement of a water main by the City of Portland in June, 1964, over a year and a half after commencement of the work.

f. Strike negotiations.

All of the foregoing have been covered by requests for extensions of time and protests of the charging of workdays, as follows:

Memorandum No.	2	Dated	2/28/62
"	5	"	1/3/ 63
"	7	"	1/7/ 63
	8		1/8/ 63
"	15	"	1/31/63
"	22	"	2/20/63
"	26	"	2/28/63
"	44	"	4/9/ 63
"	61	"	5/25/63
"	63		6/3/ 63
	68	"	6/10/63
"	70		6/17/63
"	72		6/18/63
"	75	"	6/24/63
"	82		7/1/ 63
"	87	"	7/8/ 63
"	90	"	7/15/63

Memorandum No.	91	Dated	7/22/63
"	94	"	7/29/63
"	99	"	8/5/ 63
"	101	"	8/12/63
"	176	"	4/14/64
"	198	"	5/28/64
"	203	"	6/16/64
"	206	"	6/23/64
"	207	"	6/27/64
	Letter	"	2/28/63
	"	"	6/11/63
	"	"	7/12/63
	"	"	7/19/63
	"	"	8/19/63
	"	"	5/1/ 64
	"	"	6/15/64
	"	"	7/17/64
	"	"	8/15/64
Request for Increase in Number of Workdays		"	10/5/64

All of the foregoing memoranda, letters and the Request are hereby incorporated herein by reference and made a part hereof.

As you are aware, we do not know what extensions of time were allowed, what factors were considered in the extensions which were allowed and what factors were disregarded, the particular delays which the Commission considered meritorious and the exact dates involved in the Commission's determination. In short, we have not been furnished with a copy of the State's analysis referred to in Mr. Klaboe's letter of August 20, 1964. Accordingly, our discussion of liquidated damages is general and primarily by reference to basic elements of delay inherent in the work and to previous correspondence.

If a copy of the State's analysis could be made available for our study, we believe that it would be a helpful step toward resolution of our differences concerning the assessment of liquidated damages.

Claim for the amount of $153,711.72 is hereby made and payment of the claims is requested. We will be available to discuss the various claims with you at your convenience in the hope that the matter can be disposed of on a mutually satisfactory basis without the necessity for further proceedings.

Very truly yours,

Lord Bros. Contractors, Inc. and
Lord Bros. Contractors

BY ______________________
W. T. Lord, President

cc: Oregon State Highway Commission ✓
State Highway Building
Salem, Oregon 93710

RECEIVED
MAR 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

EXHIBIT A

	Labor	Hours	Rate	Total	
2/25/63	G. B. Shows, Foreman	2	$4.00	$8.00	
	R. Bryant, Laborer	2	3.25	6.50	
	O. A. Aho, Laborer	2	3.25	6.50	
	B. W. Pierce, Operator	2	4.15	8.30	
	D. U. Barnell, Operator	2	4.03	8.06	
	W. J. Sturdavant, Laborer	2	3.25	6.50	
	Frank Warren, Laborer	2	3.25	6,50	
	G. B. Shows, Foreman	1	6.00	6.00	
	R. Bryant, Laborer	1/2	4.88	2.44	
	O. A. Aho, Laborer	1/2	4.88	2.44	
	B. W. Pierce, Operator	1/2	6.23	3.12	
	D. U. Barnell, Operator	1/2	6.05	3.03	
	W. E. Noe, Supt.	2	6.75	13.50	
	W. X. Hurst, Laborer	2	4.88	9.76	
				90.65	
	+ 14% Payroll Taxes & Ins.			12.69	
					$ 103.34
	Health/Welfare/Pension				
	Laborers/Supt.	16	0.30	4.80	
	Operators	5	0.23	1.15	
					5.95
	Equipment				
	3 CY Scoop	2	13.25	26.50	
	John Deere Backhoe	2	6.25	12.50	
					39.00
	Material				
	8 Barricades/Signs	$0.30/day		2.40	
					2.40
					150.69
				+ 15%	22.60
				TOTAL	$ 173.29

EXHIBIT A

EXHIBIT B

DRAINAGE EXCAVATION IN FILL SECTIONS NOT PAID FOR ON MONTHLY ESTIMATE

Station to Station	Pipe Size	Drainage Excavation Shown on Contract Draw.	Drainage Excavation Paid for on Final Estimate
571 + 38 - 573 + 15 LT	18"	230 CY	132.6 CY
573 + 15 - 579 + 32 LT	18"	400 CY	293.8 CY
592 + 03 - 598 + 22 LT	18"	460 CY	184.1 CY
TOTALS		1,090 CY	610.5 CY

479-1/2 C.Y. x $7.00/CY (Unit Bid Price) = $3,356.50

EXHIBIT C

	Labor	Hours	Rate	Total	
5/24/63	Don Winters, Labor Foreman	8	$ 3.40	$ 27.20	
	Donald K. Horning, Laborer	8	3.25	26.00	
	Larry Howard, Operator	8	4.22	33.76	
	E. P. Ode, Oiler	8	3.57	28.56	
	L. N. Goodrich, T. Driver	4	3.58	14.32	
5/27/63	Larry Howard, Operator	8	4.22	33.76	
	E. P. Ode, Oiler	8	3.57	28.56	
	L. N. Goodrich, T. Driver	4	3.58	14.32	
	Don Winters, Labor Foreman	8	3.40	27.20	
	Donald K. Horning, Laborer	8	3.25	26.00	
	W. X. Hurst, Laborer	8	3.25	26.00	
	W. J. Sturdavant, Laborer	8	3.25	26.00	
	Jay Dennis, Laborer	8	3.25	26.00	
5-28-63	Larry Howard, Operator	4	4.22	16.88	
	E. P. Ode, Oiler	4	3.57	14.28	
	Don Winters, Labor Foreman	4	3.40	13.60	
	W. J. Sturdavant, Laborer	4	3.25	13.00	
				395.44	
	+ 14% Payroll Taxes & Ins.			55.36	
					$ 450.80
	Health/Welfare/Pension				
	Laborers	64	0.30	19.20	
	Operators and Oilers	40	0.23	9.20	
	T. Drivers	8	0.20	1.60	
					$ 30.00
	Equipment				
5-24-63	#109-3/4 CY Lima Backhoe	8	11.10	88.80	
	#125- 3 CY Scoop	4	13.25	53.00	
5-27-63	#109-3/4 CY Lima Backhoe	4	11.10	44.40	
	#125- 3 CY Scoop	4	13.25	53.00	
5-28-63	#125- 3 CY Scoop	4	13.25	53.00	
					292.20
	Material				
	60 Galv. 1/2" x 6" Bolts		0.20/ea.	12.00	
					12.00
					$ 785.00
			+ 15%		= 117.75
			TOTAL		$ 902.75

EXHIBIT C

EXHIBIT D

Month	Equip. Rental $	Labor x 1.20 $	Material $	Total $	Concrete Tickets C.Y.	Unit Per
April, 1963	$ 147.00	$ 3,859.24	$ 2,500.26	$ 6,506.50	152	$ 42.
May, 1963	122.70	3,824.96	1,768.75	5,716.41	125	45.
June, 1963	192.00	3,240.55	1,779.33	5,211.88	99	52.
July, 1963	320.00	3,285.12	2,186.73	5,791.85	107	54.
August, 1963	576.00	7,734.13	4,617.71	12,927.84	302	42
September, 1963	576.00	12,935.06	10,152.72	23,663.78	599	39.
October, 1963	640.00	12,557.03	7,187.14	20,384.17	566	36.
November, 1963	448.00	4,844.86	2,541.64	7,834.50	184	42.
December, 1963	512.00	4,927.28	2,183.60	7,622.86	167	45.
January, 1964	192.00	4,488.01	1,967.40	6,647.41	150	44

EXHIBIT D

EXHIBIT D

Material $	Total $	Concrete Tickets C.Y.	Unit Cost Per C.Y.	Sept. Oct. Avg/CY	Diff. Act.& Avg/CY	$ Diff.
$ 2,500.26	$ 6,506.50	152	$ 42.81	$ 37.76	$ 5.05	$767.60
1,768.75	5,716.41	125	45.73	37.76	7.97	996.25
1,779.33	5,211.88	99	52.65	37.76	14.89	1,474.11
2,186.7[illegible]	5,791.85	107	54.13	37.76	16.37	1,751.59
4,617.71	12,927.84	302	42.81	37.76	5.05	1,525.10
10,152.72	23,663.78	599	39.51			
7,187.14	20,384.17	566	36.01			
2,541.64	7,834.50	184	42.58	37.76	4.82	886.88
2,183.60	7,622.88	167	45.65	37.76	7.89	1,317.63
1,967.40	6,647.41	150	44.32	37.76	6.56	984.00
				TOTAL		**$9,703.16**

EXHIBIT D

EXHIBIT E

	Labor	Hours	Rate	Total	
July 29, 1964	S. M. Scuito, Operator	8	$ 4.48	$ 35.84	
	G. A. De Vack, Laborer	8	3.35	26.80	
				$ 62.64	
	+ 14% Payroll Taxes & Ins.			8.77	
					$ 71.41
	Health, Welfare, Pension				
	Operator	8	0.32	2.56	
	Laborer	8	0.35	2.80	
					5.36
	Equipment				
	John Deere Backhoe	8	6.25	50.00	
					50.00
					126.77
				+ 15%	19.02
				TOTAL	$ 145.79

EXHIBIT E

RECEIVED
MAR 1 - 1965
FOR FILING

March 1, 1965

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway, Contract No. 6193, Project No. U-171(8) in Multnomah County, was completed January 13, 1965.

This work was authorized by Order for State Work No. 9, dated September 3, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cr

cc: R. N. Chase

RECEIVED
FEB 16 1965

FOR FILING

[illegible]

6193

Salem, Oregon
February 15, 1965

Mr. F. B. Klaboe
Metropolitan Engineer
Portland

This acknowledges receipt of your February 9 letter and attachments, showing photographs and proposed means of mounting a chain link fence at the Illias property on the Lower Columbia River Highway.

Your plan is approved; will you please proceed with installation of the fence.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
    R. L. Porter

FORM E-30 90M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 9, 1965

SUBJECT: Illias Property
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract: 6193

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

I enclose two (2) copies of a sketch showing how we propose to install a fence in front of this property in order to block access to it. Enclosed also are two (2) snapshots of the property. It is estimated that the installation of this 30 feet of 6-foot chain link fence will cost $100.

We have looked the area over quite carefully and believe that the treatment proposed by us will best serve the purpose intended. If you wish us to proceed with this installation, please advise.

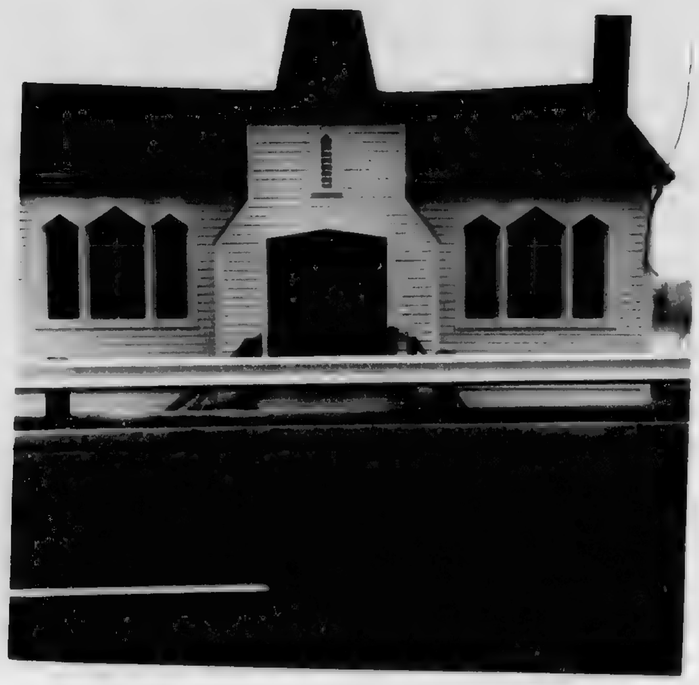
F B Klaboe
F. B. Klaboe
Metropolitan Engineer

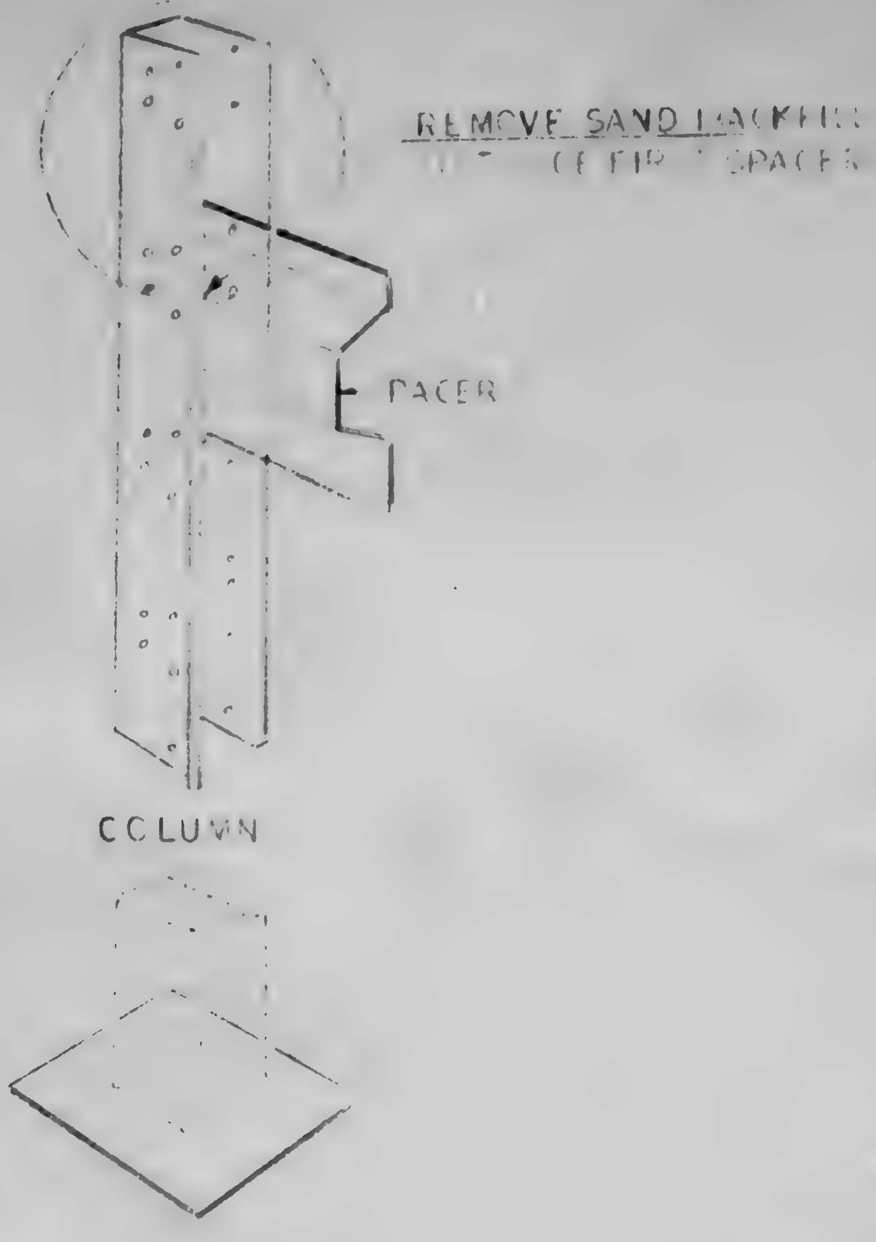
FBK:sh

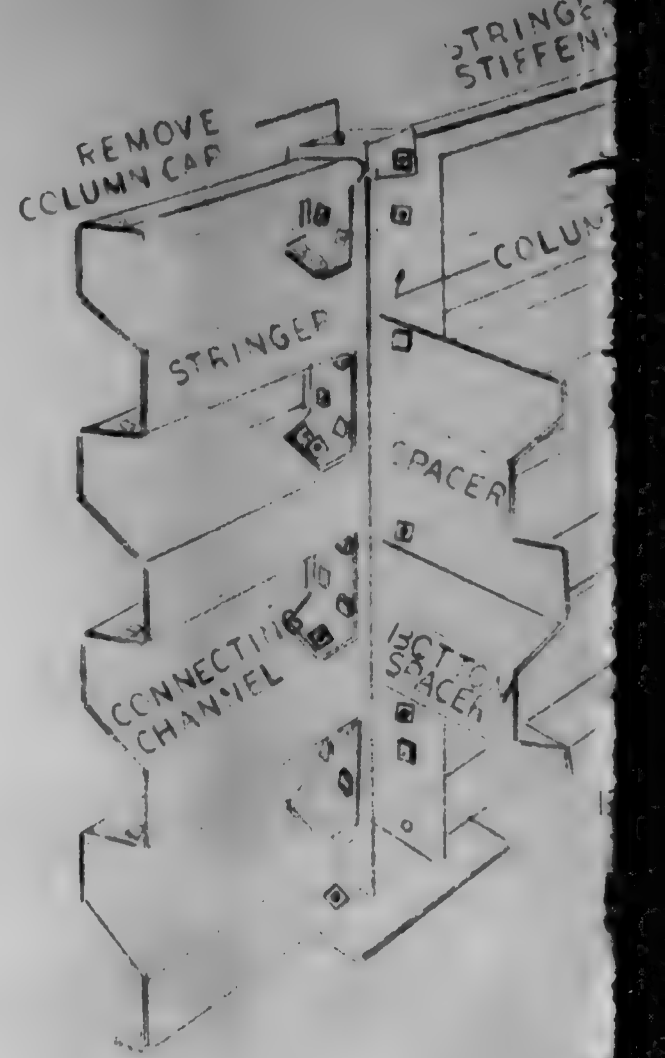
Enclosures

cc F. D. Morgan
A. E. Johnson
R. F. Lytle

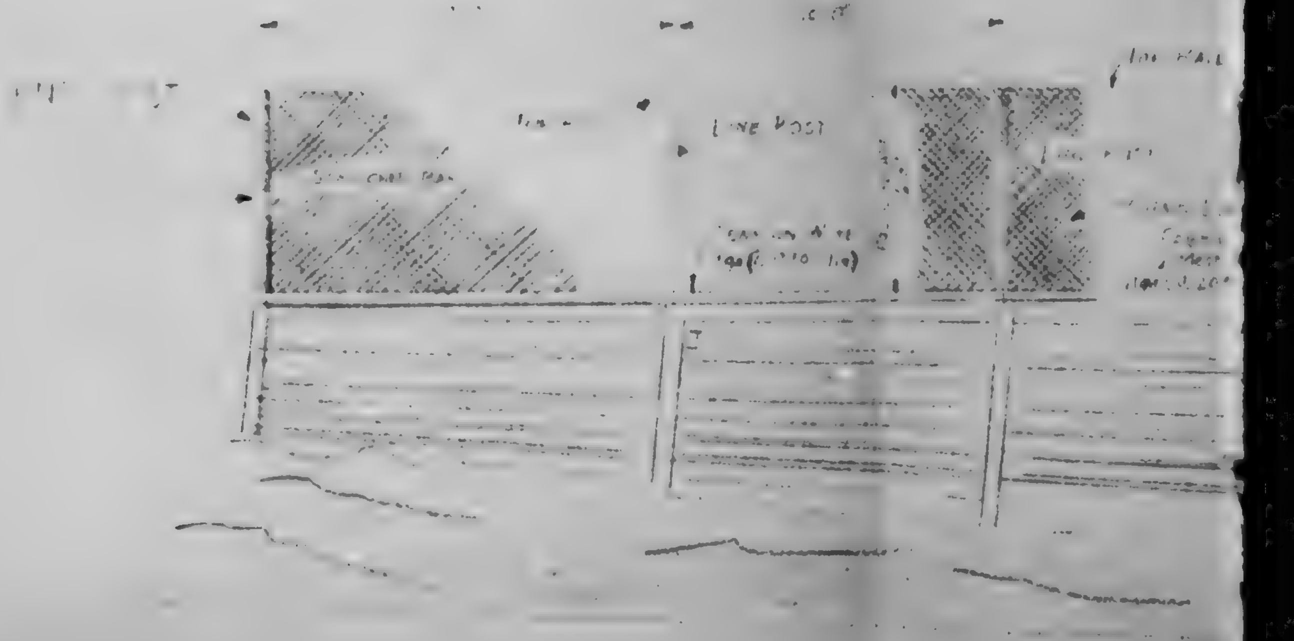
NOTED
LLOYD P. SHAW

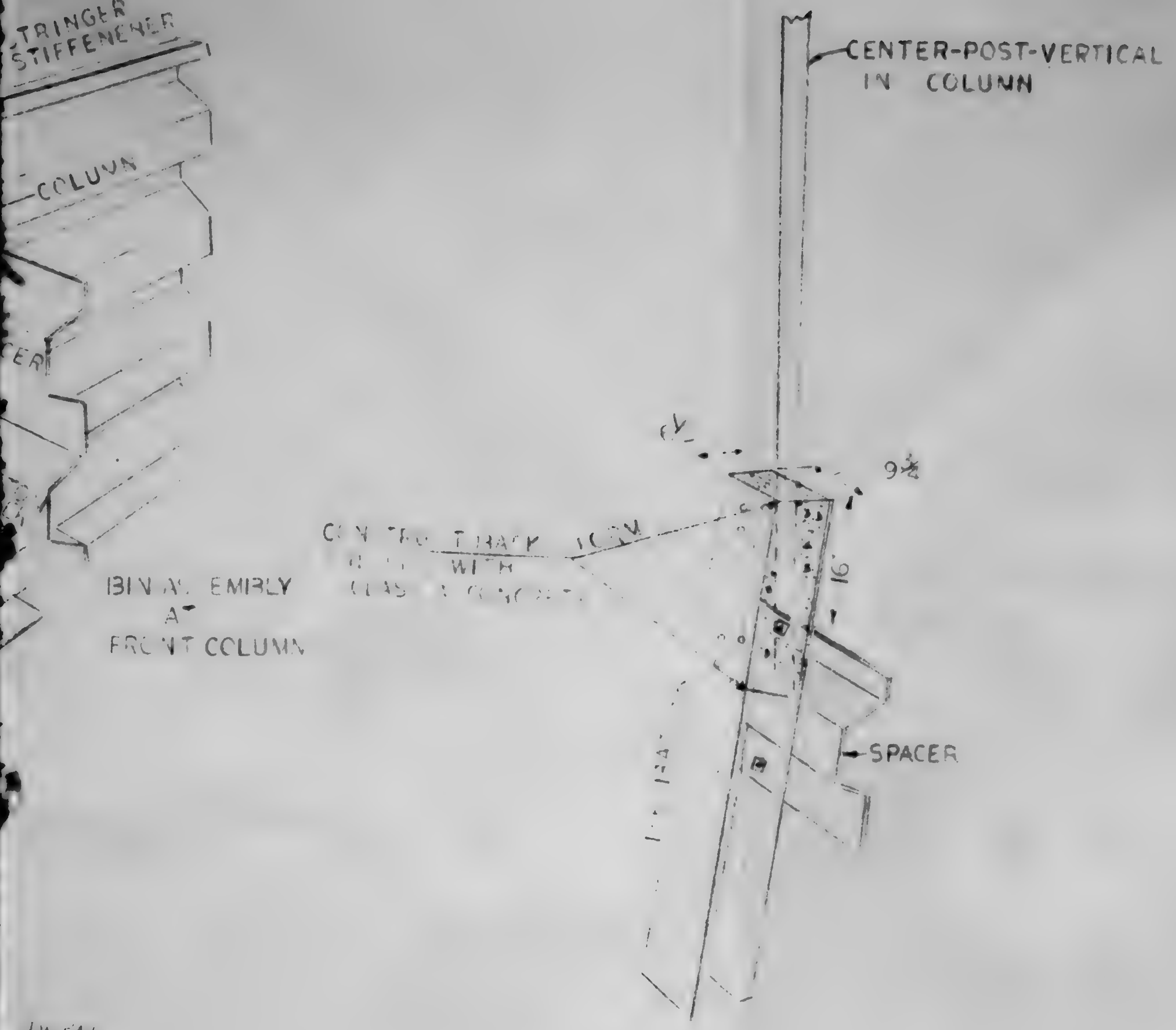






CHAIN LINK FENCE
TYPES CL 4R & CL 5R
SEE DRAWING NO. 2117





DATE	REVISION

OREGON STATE HIGHWAY DEPT
METRO. DIVISION

CHAIN LINK FENCE
INSTALLATION ON METAL
RETAINING WALL
GENERAL DETAILS
DATE 2-9-65

30′ – 6ft. Chain Link Fe.
Estimated Cost $100

FEB 26 1965

FOR FILING

6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 23, 1965

SUBJECT: File 31714 - Joseph Illias

(1) Access Violation - (2) Encroachment by Highway Retaining Wall in Slope Easement

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Building

I have for reply your letters relating to the above subject. A considerable amount of investigation has been made relative to these matters. For your information there are attached hereto copies of two memoranda to the file written by J. N. Hershberger on January 28 and February 5, 1965.

Insofar as (1) above is concerned, the file reveals that: (a) the State's letter of offer stated we wished to purchase the access right; (b) the option required Illias to convey abutter's rights of access; (c) the deed conveyed to State "all easements and rights of access and all rights in the nature of rights of access. . . ."; and (d) Mayhew's memo of April 16, 1962, to Schmidt, the negotiator, includes "Parcel No. 3. complete restrictions of access $500." Yet it has been impossible to find anyone, including Mr. Harold Schmidt (the negotiator), who specifically advised Mr. Illias at any time that the taking of access included pedestrian access, which, in fact, was the only access the property had to the Columbia River Highway. As appears in Mr. Hershberger's memo on his conversations with Mr. Schmidt, there was then and still is a question in the minds of some negotiators, when an owner is approached on the subject of access, of whether pedestrian access is taken as well as vehicular access. The access restriction is, of course, to include pedestrian as well as vehicular access, although at times in a city or developed area it is a little difficult to stop pedestrians from crossing a curb line.

Since only pedestrian access was possible from the highway right of way to the property, it would seem that before signing a deed a reasonable man would have checked with the negotiator. Mr. Illias claims he was told that it did not affect pedestrian access. Our negotiator does not recall it ever being discussed. Offers for property are made in lump sum figures, hence if the figure was not broken down for Illias, it is possible he never knew that $500 was being allowed for the taking of pedestrian access.

NOTED
LLOYD P. SHAW

Mr. Lloyd P. Shaw
February 23, 1965
Page 2

Regarding subject matter (2) above, it is our position that under the terms of the slope easement the so-called two foot encroachment into our slope easement does not violate the terms of the easement.

Frank
FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks
attach.

cc: G. E. Rohde
W. T. Wright

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 5, 1965

To: MEMORANDUM TO THE FILE

SUBJECT: File No. 31714
Joseph Illias

On Wednesday, February 3, 1965, the writer of this memo drove to Linton to observe the area in which Mr. Illias states the Highway Department is encroaching his property; namely, a slope easement which the Department acquired at the time of widening the Columbia River Highway, St. Johns Bridge-City Limits Section. In this area the Department excavated through solid rock and through conglomerate rock and clay and erected a new retaining wall to protect the highway from possible slides from the abutting area, which is owned by Mr. Illias. A 3-foot sidewalk is poured adjacent to the top of the retaining wall on which is maintained a pipe railing. Said retaining wall rises from zero to approximately 15 feet above the surface of the highway. After the wall was erected, the area which had been excavated was backfilled and then the sidewalk poured on top thereof. It is difficult for the writer to ascertain how Mr. Illias would have any proof of his allegations that the footings for said retaining wall encroach into the slope easement area for varying distances up to a maximum of 2.25 feet.

The question of whether or not the Department may be in technical trespass, and the amount of Mr. Illias' damages in that event, and whether or not under the language of the slope easement Mr. Illias can object to such an encroachment by the Department, is discussed elsewhere in the file.

A comparison of photographs of Mr. Illias' property on the south side of the Columbia River Highway before our construction and after our construction, reveals that his property has been considerably benefited by the highway construction of the far superior retaining wall and the sidewalk. As previously stated, there is now a metal pipe railing instead of a wooden fence railing, which is also a betterment and an added safety factor.

J. N. HERSHBERGER
Staff Attorney

JNH:ja

cc: Lloyd P. Shaw
G. E. Rohde
Frank C. McKinney

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 5, 1965

MEMORANDUM TO THE FILE

SUBJECT: File No. 31714
Joseph Illias

To:

On Wednesday, February 3, 1965, the writer drove to Portland to interview Harold Schmidt, who appears in the file as the negotiator for State's acquisition of two parcels of land on the southerly side of the Lower Columbia River Highway, and acquisition of complete access control on the northerly side of said highway between a second parcel owned by Mr. Illias, and the Columbia River Highway.

In view of Mr. Illias' allegations that he was not advised that State was acquiring pedestrian access rights to his property, it was determined that it was necessary to learn, if possible, exactly what was discussed with Mr. Illias during the negotiation stage.

Mr. Schmidt recalled several conversations with Mr. Illias but most of them concerned the taking of parcels 1 and 2 on the southerly side of the highway. When asked if he would be able to testify that Mr. Illias was advised that pedestrian access between his property and the northerly side of the highway would be taken by the State in its complete restriction of access, as appears in the option and the deed, Mr. Schmidt advised that he could not so testify. Further, it appears that the access matter was not discussed with Mr. Illias by any other members of the Appraisal or Right of Way Sections, so far as I can determine. This matter was discussed at various times between members of State's staff in the Portland office, but not with Mr. Illias.

Mr. Schmidt recalls that Mr. Illias was in the office several times for the purpose of conferring with the engineers about construction details and that such conversations were held with Mr. Dale Sturmer, Mr. Lloyd Shaw and others.

Mr. Schmidt appeared to be very uncertain as to whether access control of pedestrians is involved in a complete taking of access. He recalled to me a discussion, held sometime prior to the Illias' matter, between Mr. Mayhew, Mr. John Scott, an engineer and himself, concerning this very question. He was of the impression at the conclusion of this discussion that pedestrian access was not controlled. In view of such an understanding upon the part of our negotiator, it does not seem likely that pedestrian access was discussed.

The property in 1962, had no vehicular access to the Columbia River Highway, but had vehicular access to a local road lying some 30 feet below the highway and serving the General Petroleum Corporation, which surrounds the Illias property on three sides, and other industrial properties in the area. It would seem logical that most men in discussing the payment of $500 for complete access control to the Columbia River Highway would know that since pedestrian access was the only access possible that it was the subject matter for which the payment was to be made. However, I have not been able to locate any individual who is prepared to testify that he discussed such pedestrian access taking with Mr. Illias, or that he heard such discussion by another with Mr. Illias, or that any individual later stated that he had so discussed the matter with Mr. Illias.

This memo is made in anticipation of possible legal action either by ourselves or Mr. Illias. It would appear that our best tactic would be to erect a further barrier across the pedestrian access ramp which Mr. Illias has erected within the highway right of way. If he seriously objects he will be forced to enjoin the Department from maintaining such a barricade. In that event, he would be required to establish that he has a right of access to the Columbia River Highway at this point. He will find such a burden of proof very difficult to bear.

Another facet of this matter is that Schmidt says he did not negotiate the terms but merely followed out the memo instruction of Mr. Mayhew, see file, to go out and sign up Mr. Illias for the $2,000 package settlement - $1,500 for parcels 1 and 2 and $500 for complete access restriction. Jim Smith alleges that the instruction came from the Salem "front office" by phone with identity of the caller not recalled.

J. N. HERSHBERGER
Staff Attorney

JNH:ja

cc: Lloyd P. Shaw
G. E. Rohde
Frank C. McKinney

Draft
JHM:ja
1-28-65

January 28, 1965

MEMORANDUM TO THE FILE

File No. 31714
Illias Access Violation

A trip to Portland to interview Harold Schmidt, the negotiator on subject file, was postponed when I was informed by Mr. James Smith on the morning of January 14, 1965, that Mr. Schmidt would be in the Salem office in the afternoon of that same day for a conference and that I could see him here. I specifically requested that he be directed to my office. Mr. Schmidt did not appear. Later, Jim Smith advised me that Mr. Schmidt was in Salem about a proposed suspension and that he was in fact suspended for 30 days without intent of reinstatement.

On January 20, Walter Wright suggested that John Scott of Division I Office might furnish information concerning what was actually told Mr. Illias. Mr. Smith had specifically requested that I not contact Harold Schmidt.

On January 20, John Scott, by phone, advised that he and "Mike", S. N. Mayhew, and the agent had conferred on the matter several times; that he was certain that Mr. Illias' statement was in error; that he was certain that the Metropolitan Right of Way Office file would have notes to show that all access to the Columbia River Highway was to be taken for the $500 and that the foot access would be barricaded.

On January 27, Mr. Louis Grothaus searched the Metropolitan file and reported to me by phone that no handwritten notes therein added anything to our file in Salem, but that reproductions of the few documents would be mailed to me in Salem. They were received January 26, 1965.

On January 27, I called Mike [illegible] (Retired) at his home. His general recollection coincided with our verbal information, but he wished to review the file to see if anything therein might refresh his memory further. He asked me to so advise Mr. Smith's office, which I did by phone on January 27, at about 4:00 p.m.

On this second call to Mr. Smith's office, Mr. Grothaus advised contacting Mr. Lytle who was Resident Engineer upon the job. Jim Smith was not expected back until 4:30 p.m.

On January 27, Mr. Grothaus advised that Mr. Schmidt had applied to the Civil Service Commission for advice and assistance concerning his suspension. It is assumed that such assistance can only be a Civil Service Hearing. Mr. Jim Smith had hoped that this distasteful "airing" might be avoided by my not contacting Mr. Schmidt. Mr. Schmidt has several years of employment under Civil Service.

Mr. Grothaus also advised that the settlement figure of $2,000, i.e. $1,500 for the land and $500 for complete access control, came from a phoned instruction from Salem; that nothing in the file identifies the "negotiator" of said settlement.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja

U-171(8) W. City Limits-St. Johns Br. 1962
(Portland) Sec., Col. River Hwy.
#6193 (Grad., Pav. & Sign.) Folder # 2

[illegible]
DEC 31 [illegible]
FOR [illegible]
[illegible]
6193

December 31, 1964

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On November 24, 1964, we wrote to you concerning release of final payment on Contract No. 6193, awarded to Lord Bros. Contr. and Lord Bros. Contractor's Inc., for grading, paving, and signing the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $88,782.88 and the total contract amount is $1,674,454.03, including $44,554.12 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Lord Bros. Contr. and
Lord Bros. Contractor's Inc.
9233 N. Calvert Street
Portland, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
FEB 8 - 1965
FOR FILE

619c

Salem, Oregon
December 29, 1964

Mr. G. E. Rohde
Chief Counsel

With reference to my letter of December 21 regarding File No. 31714 - Illias, Contract No. 6193, we now have further interesting contributions.

Under date of December 23, a letter directed to F. D. Morgan by A. V. Benedict, Assistant Metropolitan Engineer, states that we have wall footings located on an area which was acquired only as a slope easement. Accompanying Mr. Benedict's letter is a sketch showing a cross section of the wall and the location of the right-of-way line at various stations. A dashed line from the back edge of the sidewalk to the slope easement line indicates approximate ground surface.

The installation dealt with in Mr. Benedict's letter is immediately across the Columbia River Highway from the "worm house" with which we have had trouble enforcing our access control. Just how this conflict on the walled section of the Illias property southwest of the highway will affect our efforts to enforce access control on the other side is not clear at this time.

Will you please advise me of your reaction to our possible encroachment on the Illias property with wall footings. Mr. Benedict's letter and sketch are attached for your information.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments

cc Forrest Cooper
R. L. Porter

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 23, 1964

SUBJECT: File 31714-Illias
W. City Limits-St. Johns Bridge
Columbia River Highway
Contract: 6193

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

On December 8, 1964, Mr. R. F. Lytle and I called on Mr. Joseph Illias on instructions from Mr. Lloyd P. Shaw as outlined in my letter of December 9 addressed to Mr. Shaw. Our copy does not indicate that you were included in the distribution, so a copy of that letter is attached. Among other claims made by Mr. Illias was one that we took a slope easement from him then extended our wall footings into the easement. I asked Mr. Lytle to investigate and it appears that Mr. Illias was correct.

The attached sketch shows the amount that the wall footings extend outside the actual right of way line. This would affect several properties in addition to Mr. Illias'. The encroachment in Mr. Illias' case is 2.25 feet. The Right of Way people are very reluctant to go to Mr. Illias or any of the others for additional right of way. I am referring this to you for such action as you may wish to take.

A. V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

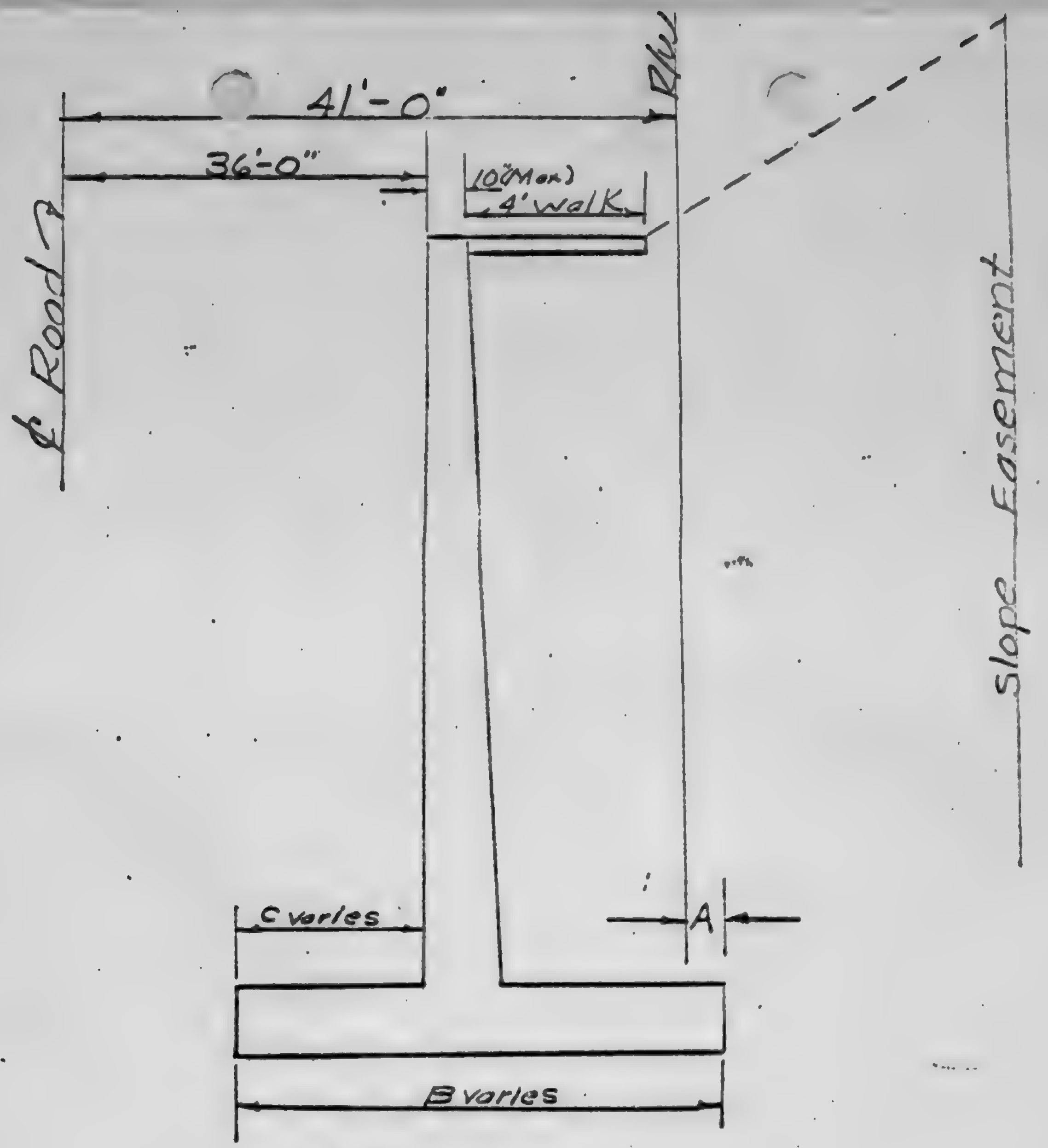
AVB:sh

Enclosure

cc Mr. R. F. Lytle
Mr. L. P. Shaw ✓

DEC 28 1964

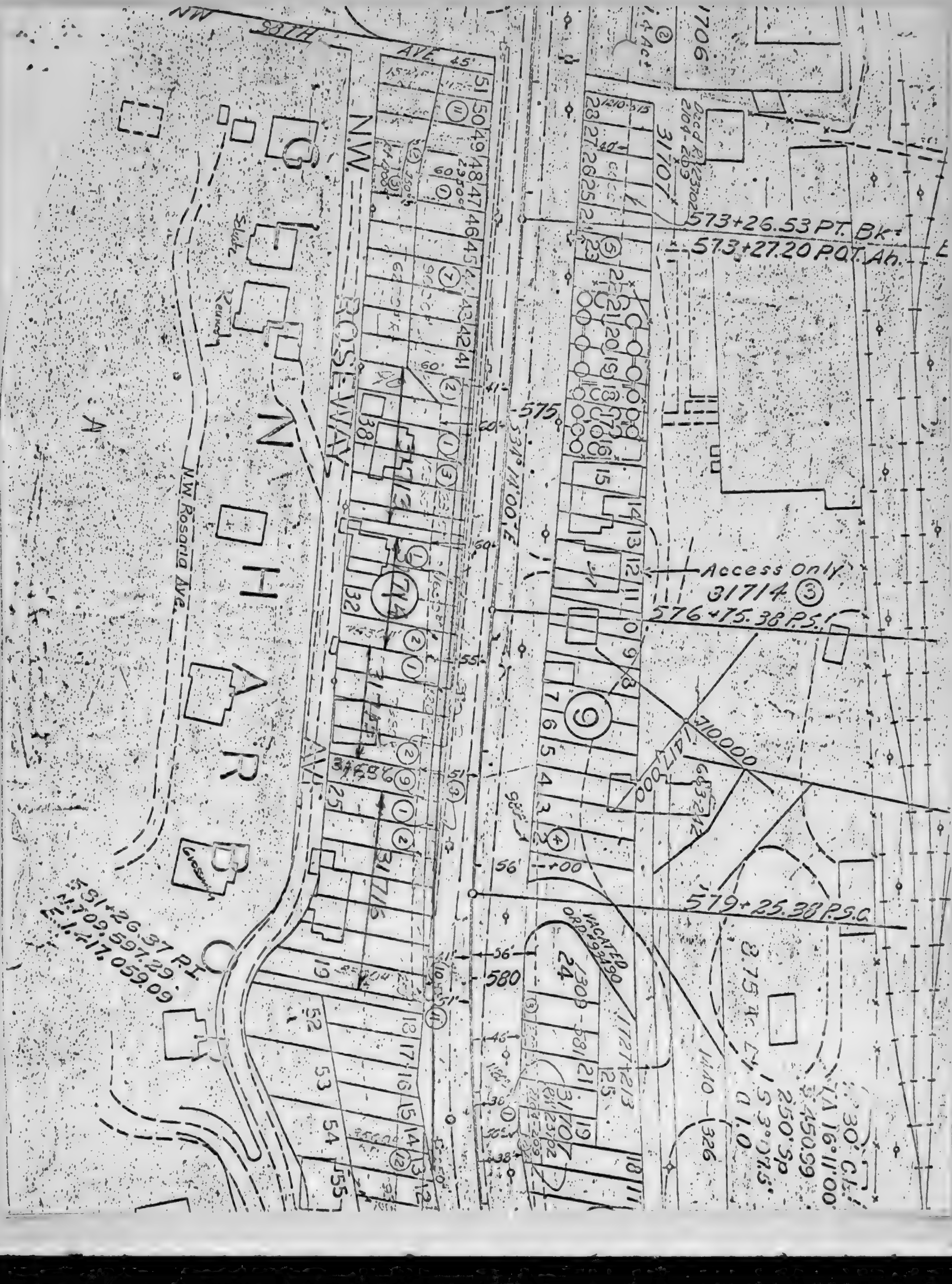
NOTED
LLOYD P. SHAW



WALL # 9038

Station	A	B	C
574+48	-0.58	7.25	2.83
575+36	.75	9.5	3.75
576+24	2.25	12.0	4.75
577+12	2.25	12.00	4.75
578+00	2.25	12.0	4.75
578+87	2.25	12.0	4.75
579+75	0.25	8.5	3.25
580+62	-1.33	6.0	2.33

W. City Limits-St. Johns Br
Contract 6193


NW 58TH AVE. 45'
N.W. ROSEWAY AV
NW Rosaria Ave.
573+26.53 PT. Bk.
573+27.20 POT. Ah.
31707
Access Only
31714 ③
576+75.38 P.S.
579+25.38 P.S.C.
310,000
1417.00
575
580
S34°11'00"E
31712
31714
31716
VACATED
24
591+26.97 P.I.
N 709,597.29
E 1,417,059.09
30° C.L.
Δ 16°11'00"
R 450.99
250' Sp
S 3° 07.5'
a 1.0
8.75 Ac.
1706
9

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6193

Salem, Oregon
December 21, 1964

Mr. G. E. Rohde
Chief Counsel

Mr. McKinney's letter of December 1 in regard to File No. 31714 - Illias, Contract No. 6193, outlines the difficulty being experienced with Mr. Illias in regard to access. As a result of Mr. McKinney's letter, I asked Mr. Klaboe, Metropolitan Engineer, to have someone contact Mr. Illias and discuss the matter of adhering to the access limitations covered by our right-of-way acquisition.

Mr. A. V. Benedict's letter of December 9 covers the meeting of December 8 at which our R. F. Lytle, Resident Engineer, and A. V. Benedict, Assistant Metropolitan Engineer, listened to Mr. Illias' version of the difficulty. It appears that Mr. Illias wishes to do battle in regard to this matter and, apparently, we have complete right of access.

This has been discussed with Mr. Cooper and there is accord that we should carry the battle to Mr. Illias and force removal of his access according to our right-of-way agreement.

A copy of Mr. Benedict's letter is attached.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter
F. C. McKinney

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 9, 1964

SUBJECT: File No. 31714 - Illias
West City Limits - St. Johns
Bridge
Columbia River Highway
Contract No. 6193

To: Mr. Lloyd P. Shaw
Assistant State Highway
Engineer
State Highway Building
Salem, Oregon

On Tuesday, December 8, 1964, R.F. Lytle and I called on Mr. Joseph Illias at the Linnton Fire Station and asked him to voluntarily remove the wooden ramp he has built over to the top of the bin type metal wall on the highway. He launched into a long tirade on how he had been gypped on the right of way deal and subsequent dealings with the highway department.

It was Illias' claim, to which he says his wife is witness, that the right of way agent assured him that no one was interested in his pedestrian access and no one would attempt to prevent him walking to and from his property. He also states that he has no other way out and is at the mercy of the oil company behind him both for access and sale of his property. He also charges that ~~the~~ some of our people went to the oil company about this and that we are in collusion with the oil company to force him out.

Mr. Illias refuses to remove his ramp and states that if we order him to do so, he will hire a lawyer to defend himself.

Mr. McKinney's file material is being returned with his copy of this letter.

A.V. Benedict
A. V. Benedict
Assistant Metropolitan
Engineer

AVB:maa
Encl.
cc: F.C. McKinney w/encl.
R.F. Lytle

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DEC 1[illegible] 1964
OFFICE OF
STATE HIGHWAY ENGR.

NOTED
LLOYD P. SHAW

(1)

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING December 18, 1964
	SECTION W. City Limits-St. Johns Br.	SECTION PREFIX 26-1089
	HIGHWAY Columbia River	COUNTY Multnomah
NAME OF JOB W. City Limits - St. Johns Br.	KIND OF WORK Grading, Paving, Signing	
CONTRACTOR Lord Brothers, Contractors	CONTRACT NUMBER 6193	FEDERAL AID PROJECT NUMBER U-171(8)
DATE OF CONTRACT November 20, 1962	DATE WORK STARTED December 3, 1962	XXXXXX COMPLETION DATE August 25, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 150	WORK DAYS USED 187
PROJECT AUTHORIZATION: $1,928,193.75	ENGINEERING AUTHORIZATION $137,116.00	PERCENT OF TIME ELAPSED 125
EXCLUSIVE OF ENGINEERING: $1,791,077.75	ENGINEERING COST TO DATE $165,100.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING. $1,719,879.15	PERCENT OF AUTHORIZATION 121%	100
ESTIMATED PERCENT XXXXXX UNDERRUN 4%	DATE PROJECT WAS COMPLETED: August 25, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD.	
100	100	100	100	100	100	-	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.56	3.56			3.56
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.56	3.56			3.56
TOTAL ESTIMATED QUANTITIES (CONTRACT)	259,000	103,200			31,120
TOTAL QUANTITIES CORRECTED TO DATE	217,554	124,000			30,914
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	*	*			*
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Rain		
TUESDAY	Overcast		
WEDNESDAY	Fair		
THURSDAY	Fair		
FRIDAY	Snow		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete.

Semi-Final estimate in to Salem, Utilities "As Constructed Map turned into the Accounting Department.

R/W pins set on Project.

Project is complete and this will be the last report sent in from this office.

SIGNED R F Lytle

RICHARD F. LYTLE
OREGON STATE HIGHWAY DEPT.
5821 N. E. GLISAN ST.
PORTLAND, OREGON 97213

ADDRESS

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

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DEC 8 - 1964

FORM E-30X—30M—12-63 94677

FOR FILING

6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1964

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

SUBJECT: West City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

ATTENTION: Mr. A. V. Benedict

The matter of improving the SP&S railroad crossing located at the end of the AEG line has been discussed here and with the Legal Department.

An obligation of the State to restore or improve this crossing to a condition adequate for accommodation of vehicles now serving the U. S. Moorings appears to exist.

You should proceed with arrangements to accomplish this work, including submission of orders necessary for documentation and payment.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
G. E. Rohde

NOTED
LLOYD P. SHAW

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DEC 4 1964
FOR FILING

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6193

December 3, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 3
December 15, 1964 Meeting

Gentlemen:

The contractor on the West City Limits-St. Johns Bridge Section of the Columbia River Highway in Multnomah County, Lord Bros. Contractors, Inc., has requested an addition of 40 working days to his contract (No. 6193). This would increase the allowable workdays from 150 to 190. The project was completed August 25, 1964, and 187 total workdays were used.

The contractor based his request on delays caused by the design changes in two retaining walls; slow progress in the adjustments of power and telephone facilities; interference in water line adjustments; and lack of approval for steel details for the retaining wall.

The retaining wall design changes were necessary and were made by this Department; however, this and the slow progress of utility adjustments did not keep the contractor from working to 60 percent or more of the work normally possible. We do not consider his reasons as satisfactory or adequate for time extension.

Final surfacing quantities and asphalt concrete quantities overran the contract amount by 19,091 tons and 1,372 tons, respectively. Based on the contractor's normal daily production of 1,000 tons of surfacing aggregates and 750 tons of asphaltic concrete, this could represent 21 days for which legitimate extension could be made. By granting 21 days, the contractor would be left with 16 days on which penalty would be charged. I recommend that the contractor be granted a 21-day extension. We have the approval of the Bureau of Public Roads.

This will be on the agenda for the December 15 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
Fred Klaboe

LPS:ajw/RLP:ms bbc

FORM E-30 [illegible] 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 12, 1964

SUBJECT: W. City Limits - St. Johns Bridge
Request for Extension of Time
Contract: 6193

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

Enclosed for your consideration is Request for an Increase in Number of Workdaysto complete work on the West City Limits - St. Johns Bridge Project. I have also included copies of the former letter along with the recommendations formally sent in on previous request by the contractor plus all pertinent memos concerning this request.

The letter of May 1, 1964, and June 15, 1964, were gone over by this office and your office and no increase in workdays was recommended. I recommend that as to these two letters, the recommendation of no increase in time be maintained.

The letter of July 17, 1964, and August 15, 1964, can be taken together since in both the contractor renews his claim set out in the first two letters and makes a further claim for an extension of time based on an overrun of quantities.

The major overruns of quantities on the project were as follows:

Item No.	Item	Bid	Final	Amount Overrun
3	Structural Excavation	13,000 cu.yds.	16,045 yds.	3,045 yds.
59	Metal Guard Rail	10,000	11,079	979 ft.
62	Coarse Crushed Mat'l in Base	89,600	107,373 tons	17,773 tons
63	3/4-0 Material in Base	13,600 tons	14,918 tons	1,318 tons
68	Asphaltic Concrete	29,500 tons	30,872 tons	1,372 tons

As to an extension of time due to the overrun of guard rail, it should be noted that the guard rail not shown on the plans that caused the overrun was put in after the workday charges were stopped.

The normal times required to put down the overrun in materials

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is as follows:

Structural excavation in no way causes any delay in the project since all walls were completed way ahead of any construction dependent on the walls.

Coarse crushed material in base $\frac{17,\ 773}{10{,}000\ \text{tons/day}}$ = 18 days

3/4-0 material in base $\frac{1{,}318\ \text{tons}}{700\ \text{tons/day}}$ = 2 days

Asphaltic Concrete $\frac{1{,}372\ \text{tons}}{500\ \text{tons/day}}$ = 3 days

I have also included a copy of our daily records to show daily quantities. These records show a wide variation in the rate per day, which was caused by the poor supply of material, not any hold up on the project.

Lord Brothers have also given a reason of delay in removing the water line from sta. 514 to 523 as an additional item to be considered.

The data we have on this is as follows:

The lowering of the water line is shown on the plans and has been contemplated from the start of the project. In this area it was necessary to lower the water line below the new grade line. The Contractor was then required to lower this section of old road.

The last of August, 1963, the Gas Company moved into this area and lowered their 16-inch high pressure line. Since the gas line fell along side the old roadway, they were able to maintain traffic during the day by the use of a gravel detour road they constructed along side the area in question. At night they moved their equipment off the roadway and the traffic used the remaining two lanes of paved roadway.

The Water Bureau contemplated changing their line from 8-inch to 12-inch line and placing the new line in front of the new curb. In this new location two way traffic could not be maintained on the old roadway while the line was lowered. Since the Contractor had to build the other half of the roadway, and use this as a detour while he excavated this section, it was decided that the Water Bureau would wait and use this same detour while lowering their line.

The Contractor planned to cut this section out in October, 1963, but due to weather and poor procution of base rock it was stopped by letter dated October, 1963.

On December 19, 1963, this water line was brought to the attention of the Contractor and he replied that they would start at Station

474 and proceed to Station 525. At this time the existing 8 inch water line from 474 to 514 was in place on the right or hill side of the roadway. Since the contractor repeatedly broke this line, he was interested in having the Water Bureau abandon the 8 inch line moved to the fill side of the roadway in this location. Thus the relocation and replacement of the 8-inch pipe with the new 12-inch line was to the contractor's advantage.

The restriction on cutting the old road was lifted by letter dated March 20, 1964. By March the area for traffic to bypass the hump at 514 to 523 was graded and sufficient rock placed to construct the curbs on the right side of the roadway. On the 4th of April the contractor started to scale in the area and completely covered the baserock with large rock, thus preventing the construction of curbs.

On June 2 the base lift of AC was finally placed to the west of the hump and June 8 the City Water Bureau moved in to lower their line.

On June 29, 1964, the Water Bureau had completed lowering their line and the contractor started excavating in the area on June 30.

On July 30 the contractor completed putting base rock in from Station 514 to 523 and the paving was then put on the area in question.

From the actual schedule followed it seemed that the lowering of the water line between Station 514 to 523 should not have, and in fact did not, hold up the final completion of the project.

R F Lytle
R. F. Lytle
Resident Engineer

RFL:maa

RECEIVED
JAN 28 1965
FOR FILING

[illegible]

December 15, 1964

Lord Bros. Contr. and
Lord Bros. Contractor's Inc.
9233 North Calvert Street
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 15 considered your request for 40 additional workdays to complete Contract No. 6193 for grading, paving, and signing on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 21 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Fred Klaboe
R. F. Lytle
Mr. Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6193 Contractor Lord Bros., Contractors, Inc. and Lord Bros. Contractors

Highway Columbia River

Section W. City Limits-St. Johns Br. (Portland)

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

An increase of 21 workdays in which to complete this contract is recommended based on overrun in quantities in major items of work.

Recommended for Approval:

W. Benedict
Assistant Division Engineer

G. T. Weber
Construction Engineer or Bridge Engineer

Lloyd P. [illegible]
ASSISTANT State Highway Engineer

Contract No.	6193
Project designation	U-171(8) State-Federal
Date awarded	November 20, 1962
Work started	Dec. 3, 1962
Per cent completed	100 Date
No. of Workdays Allowed	150
No. of Workdays Used	187
No. of Added Workdays Requested	XX 21

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 5, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 190 days, within which to complete our Contract No. 6193, without the assessment of liquidated damages. The said contract is described as follows:

West City Limits - St Johns Bridge Section, Lower Columbia River Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As outlined in letters to the Oregon State Highway Commission dated May 1,1964 , June 15 , July 17 , August 15,1964 and Memoranda # 203, # 206 and # 207, a copy of each of which memorandum is attached and made a part hereof .

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By W. T. Lord
W. T. Lord , Pres.

CONSENT OF SURETY

Date October 5, 1964

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

Richard V. Grimes
Richard V. Grimes Resident Agent

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 24, 1964
08-35.4-DA

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project U-171(8), West City Limits - St. Johns Bridge Section
Request for Time Extension

Reference is made to Mr. L. P. Shaw's letter of November 9, 1964, requesting an extension of 21 days contract time.

Extension of 21 days is approved.

original to Morgan
cc Young
[illegible]

November 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
West City Limits-St. Johns
Bridge Section
Columbia River Highway
Project No. U-171(8)

Dear Sir:

We have received from Lord Brothers Contractors, Inc., and Lord Brothers Contractors, contractors on the subject project, a request for an increase of 40 workdays in which to complete the project.

The contractors' request is based on five items:

(1) Delay caused by the redesign of two retaining walls.

The Resident Engineer's records show that other work was available to the contractors which amounted to more than 60 per cent of that normally possible. In addition to this, the contractors did not start work on the walls, after the new designs were submitted to them, for approximately the same length of time that occurred between their request for the new designs and the subsequent submittal of the designs to them.

(2) Delay caused by lack of approval of steel details for retaining walls.

The Resident Engineer's records show that the approval of the steel details was delayed because of the subcontractor's failure to provide correct detailing information.

(3) Delay caused by power and telephone facilities not being moved.

During the times when the contractors claim they were delayed by utilities which were not moved, the Resident Engineer's records show that the contractors could have performed at least 60 per cent of the work normally possible.

(4) Delay caused by a City water line not being moved.

The contract provisions required the contractors to provide for traffic at all times. During the time the water line was being moved, a detour was necessary to handle traffic through the area. The contractors' contention that the water line adjustment could have been accomplished earlier, while a detour constructed for a gas main relocation was in use, is not valid. The gas main is outside the curb line and the water line is inside the curb under the roadway, so the detour constructed for the gas main relocation was not adequate for use as a water line detour.

(5) Delay caused by an increase in surfacing and paving quantities.

When the worsday allowance for this project was established, it was anticipated that the aggregates would come from a commercial source due to the geographic location of the project. It was also logical to assume a reasonable daily rate of production would be approximately 1,000 tons for surfacing aggregates and 750 tons for asphaltic concrete due to other commitments which a commercial supplier would normally have.

The aggregates were produced under a purchase order by Pioneer Construction Company and Ross Island Sand and Gravel. Pioneer produced approximately 80,000 tons and Ross Island produced the remainder. Prior to the overrun, Pioneer Construction Company was producing an average of less than the 1,000 tons of surfacing aggregate per day. Ross Island Sand and Gravel was producing the material during the time the overrun occurred and its production was at least 1,000 tons per day. Therefore, it is reasonable to use these figures as a basis of daily production in computing a plausible length of time in which to produce the overrun in aggregates. Applying these production quantities against the total overrun of 19,091 tons of surfacing aggregates and 1,372 tons of asphaltic concrete, would justify an extension of 21 days.

We recommend that an extension of 21 days be granted and request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
F. B. Klaboe
C. H. Maison

DES:bjm: ajw

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1964

SUBJECT: Extension of Time
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Lord Bros. Contractors, Inc. and Lord Bros. Contractors, contractor on the subject project, for an extension of time to complete the project without the assessment of liquidated damages.

The contractor's request is for an extension of 40 days, based on delays caused by:

(1) Redesign of retaining walls.
(2) Lack of approval of steel cut -sheets.
(3) Power and telephone poles and lines not moved.
(4) City water line not moved.
(5) Increase in surfacing and paving quantities.

This request for 40 days supercedes a request dated May 1, 1964 for 100 days which was not processed due to the fact that the project was not complete and, therefore, all factors pertaining to the request were not known. The contractor was advised of this decision.

With respect to the contractor's claims, the following represent our findings:

(1) The Resident Engineers' records indicate that two walls were redesigned. During this time, other work was available to the contractor which constituted more than 60% of that normally possible. While there was a delay of 7 days and 37 days respectively, from the time the contractor requested the new designs to the time they were sent to him, the contractor delayed starting work on the walls after receiving the new designs for 14 days and 24 days, respectively.

LLOYD P. SHAW

(2) The Resident Engineer's records show that the approval of the steel details was delayed due to the sub-contractor's failure to provide correct detailing information.

(3) During the times when the contractor states he was delayed due to the power and telephone poles and lines not being moved, the Resident's records indicate that the contractor could have performed at least 60% of the daily productiveness normally possible.

(4) The Resident's records show that the contractor failed to provide room for traffic as required by the contract provisions, so the water main adjustment could be accomplished by the City. The detour used earlier during gas line relocation would not have been adequate for the water line work, since the gas main lies outside the curb line and the water line is located in the roadway.

(5) There was an increase in crushed rock materials over the contract quantities amounting to 19,091 tons and asphaltic concrete quantities increased 1,372 tons. Based on the contractor's average daily production of 1,000 tons and 750 tons, respectively, this would justify an extension of 21 days.

This contract was completed August 25, 1964 at which time 187 workdays had been charged. This represents an over-run of 37 days.

We recommend that a 21 day extension be granted. This will still leave 16 days subject to the assessment of liquidated damages, amounting to a $4,800 penalty.

This has been discussed with the Area Engineer for the Bureau of Public Roads who thinks that this is a valid approach to the requested extension; however, approval was not given.

Rough drafts of letters to the Highway Commission and the Bureau of Public Roads are attached.

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments
cc: L. H. Young
F. B. Klaboe

MEMORANDUM # 236 OCTOBER 5,1964

JOB # 213 West City Limits - St Johns Bridge Section

SUBJECT Contractors Request for Increase in Number of Workdays to Complete Construction Contract#6193, without the assessment of liquidated damages.

TO Mr R.F.Lytle
Resident Engineer

As requested attached please find 5 signed copies of Oregon State Highway Department Form E-320 ,Contractors Request for Increase in Number of Workdays to Complete Contract No. 6193 without the assessment of liquidated damages.

This replaces our previous request of 100 days dated May 1,1964.

LORD BROS.CONTRACTORS,INC.

By Thomas D Telford
Thomas D Telford
Project Engineer

RECEIVED
JUL 27 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6193

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1964

Lord Bros. Contractors, Inc.
9233 North Calvert Avenue
Portland 17, Oregon

RE: Time Extension
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

Gentlemen:

Your request for a time extension as submitted in conjunction with your letters of May 1, June 15 and July 17, 1964 has been carefully considered. In view of the fact that there may be additional situations arising on the project which should be considered in determining the justification of a time extension, we feel it best at this time to take no action on your requested extension.

When the project is completed or has reached a stage where all factors influencing the scheduling of work can be determined, we will give all due consideration to your request for time extension and the reasons submitted to justify the extension.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:fp
cc Lloyd Shaw
L. I. Lindas
F. B. Klaboe

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1964
FOR FILING

[illegible]

6193 [illegible]

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
9233 N. CALVERT AVENUE
PORTLAND 17, OREGON
285-4591

July 17, 1964

Shaw

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Contract 6193 - West City Limits
St. Johns Bridge Sec. Columbia
River Highway

Gentlemen:

We have received the State Highway Engineer's Monthly Estimate No. 19 on the above contract and wish to protest the charging of 6 days liquidated damages. No such damages are proper.

There are several grounds for this protest.

First, the completion date of the contract should be extended in accordance with the request in our letters to you of May 1, 1964 and June 15, 1964. If that be done there could be no liquidated damages inasmuch as the extended completion date requested has not yet arrived. We have not been favored with an answer to either of those letters and still hope that our request will be granted.

Second, the completion date of the contract should be extended to cover the time required to furnish materials in excess of bid quantities. If this were done, no liquidated damages would be chargeable under Monthly Estimate No. 19. This will be explained in detail.

During the period covered by the monthly estimate referred to (and at all times since then, for that matter), the critical factor in determining the rate of job progress was the placement of the 1 1/2"-0" crushed rock and base. Succeeding operations, such as placement of the 3/4"-0" material, construction of curbs and laying of asphalt, were necessarily limited by the rate at which the 1 1/2"-0" material was placed. And that rate of placement depended, in turn, upon the quantities required to be supplied.

The contract, in bid item No. 062, called for 89,600 tons of 1 1/2"-0" crushed rock. Monthly Estimate No. 19

original To Morgan
for appropriate action
7-21-64

NOTED
LLOYD P. SHAW

covers the work done to July 5, 1964 and shows that, as of that date, we had supplied 98,400 tons of that material, for an overrun of 8,800 tons. No extension of the contract completion date has been allowed for the time required to furnish that additional 8,800 tons, although in fact the last 8-1/2 workdays prior to July 5, 1964 were required for that purpose.

This means that you are attempting to penalize us for the time spent in furnishing material in excess of the quantities shown in the bid and upon which the contract is based. We are happy to supply this excess quantity, and at the bid price, but refuse to be charged $300 per day for doing so. In other words, we do not conceive that it is proper to increase the quantity of work and then, because additional time is required to perform the increased work, charge us a penalty for each day of such additional time.

Our previous two letters, above referred to, did not request for extension of time based on this overrun situation, for it had not then occurred. We now request, however, that the completion date of the contract be extended by the number of working days necessary to furnish any and all quantities of material and work that have been or may be required in excess of the quantity shown in the bid. This request includes, but is not limited to, the 1 1/2"-0" crushed rock herein mentioned and the material covered by bid item No. 063 (3/4"-0" material in base) and No. 068 (asphaltic concrete mixture). Neither of the latter two have as yet overrun the bid quantities, but either or both may well do so before the contract is completed.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

W. T. Lord
W. T. Lord

CONSENT IS HEREBY GIVEN TO ANY
INCREASE IN NUMBER OF WORKDAYS
WHICH MAY BE GRANTED:

General Insurance Co. of America

James F. Dooly
attorney in Fact

WTL:M
CC: R. F. Lytle, Resident Engineer
CC: Fred B. Klaboe, Metropolitan Engr.
CC: Dooly & Co. Insurance

RECEIVED
JUL 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

MEMORANDUM # 207 JUNE 27,1964

JOB # 215 West City Limits - St Johns Bridge Section

SUBJECT Weekly Statement of Workday Charges

TO Mr E.F.Lytle
Resident Engineer

Reference is made to your weekly statement of workday charges dated June 26,1964, whereby Contract # 3195 was charged five workdays for the week June 22-26/64.

As outlined in the Supplemental General Provisions, Page 6 of the Contract Specifications , we hereby file a written protest with the Resident Engineer based upon the following:

The City of Portland Water Bureau is still working on the "Hump" replacing a large water line. This prohibits the use of our excavating equipment which in turn holds up the placing of the 1½" -0" crushed rock base, which in turn holds up the pouring of the curb which in turn holds up the paving .

The City of Portland W ter Bureau could have accomplished this work last year at the same time the Gas Co. changed their lines and provided a free detour.

[illegible] CONTRACTORS, INC.

By Thomas D Telford
Thomas D Telford
Project Engineer

MEMORANDUM # 206 JUNE 23 ,1964

JOB # 215 West City Limits - St Johns Bridge Section

SUBJECT Weekly Statement of Workday Charges

TO Mr R.P.Lyle
Resident Engineer

Reference is made to your weekly statement of workday charges dated June 19,1964 , whereby Contract # 6453 was charged one workday for the week June 15-19th/64.

As outlined in the Supplemental General Provisions, page 6 of the Contract Specifications , we hereby file a written protest with the Resident Engineer based upon the following:

The City of Portland Water Bureau is working on the "Ramp" replacing a large water line . This prohibits the use of our excavating equipment .

The Water Bureau could have accomplished this work last year at the same time the Gas Co. moved their lines and provided a free detour ,

LORD BROS.CONTRACTORS,INC.

By Thomas D Telford
Thomas D Telford
Project Engineer

MEMORANDUM # 203 JUNE 15,1964

JOB # 213 West City Limits - St Johns Bridge Section

SUBJECT Weekly Statement of Workday Charges

TO Mr R.F.Lytle
Resident Engineer

Reference is made to your weekly statement of workday charges dated June 12,1964 ,whereby Contract # 6193 was charged 5 workdays for the week June 8-June 12/64.

As outlined in the Supplemental General Provisions, Page 6 of the Contract Specifications,we hereby file a written protest with the Resident Engineer based upon the following:

The City of Portland Water Bureau is working on the "Hump" replacing a large water line . This prohibits the use of our excavating equipment .

The Water Bureau could have accomplished this work last year at the same time the Gas Co. moved their lines and provided a free detour .

LORD BROS.CONTRACTORS,INC.

By Thomas D Telford
Thomas D Telford
Project Engineer

Portland 97217

SUBJECT: Work Schedule --- North End of Project W. City Limits - St. Johns Bridge (Cont. 6193)

DATE: December 19, 1963

FROM: R.F. Lytle, Resident Engineer
4315 NW St. Helens Road
Portland, Oregon 97210

Att'n. Tom Telford

Dear Tom:

The City Water Bureau as you know pland to relocate the water main from NW 112th Ave. to the north end of the project, laying their new line behind the finish curb line. Since this places the relocated main on the left, and consequently in the fill, this work must await placement of considerable embankment material by your subcontractor. There is a conflict also in that the old main on the right is endangered by any excavation and should be removed as soon as practical.

Relocation through the area from approximately station 510 to 523 will require a detour of some sort and at present conditions are such that any detour would be costly both for the City and for you. The City now proposes to install new main from the north end of the project to about station 510 as soon as your subcontractor has the fill in place so that the area is available and to relocate the remaining portion of the main from station 510 to 524 whenever it is feasable to provide a detour through that area.

Since the City must begin at the north end of the project, around station 473, there is the possibility that your subcontractors' activities in that area could conflict with the pipe relocation. Can you give us some schedule for your work in that area, bearing in mind that the highway is only 2-lane and that the water main should be relocated prior to excavation on the right to avoid costly breaks in the existing main. Traffic problems would undoubtedly prevent excavation work at the same time that the City is laying pipe.

cc: F.B. Klaboe

Jon Rose
Jon Rose (SIGNATURE)

PLEASE REPLY HERE

METROPOLITAN ENGINEER
RECEIVED
NOTED
F.B. KLABOE

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

RECEIVED
DEC 10 1964

FOR FILING
[illegible]

6193

Salem, Oregon
December 3, 1964

File No. 31714 - Illias
West City Limits-St. Johns Bridge
Columbia River Highway
Contract No. 6193

Mr. F. B. Klaboe
Division Engineer
Portland

Copies of material from the Illias file are attached.

Please have someone who is acquainted with the Illias situation discuss with Illias removal of all structures or material from State right of way adjacent to his property. It is our desire to effect removal of pedestrian access facilities without having to resort to legal action and possibly, he can be persuaded to be reasonable.

Make a report of Illias' reactions and statements for possible use by Legal Department.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment - (Please return file material to Mr. McKinney after copying.)

cc Forrest Cooper
R. L. Porter
F. C. McKinney

FORM E-30 90M 8-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1964

SUBJECT: File No. 31714 - Illias
W. City Limits-St. Johns Bridge Sec.
Columbia River Highway
Contract No. 6193

To: Mr. Lloyd P. Shaw
Assistant Highway Engineer

Building

As per our conference of November 27, I am herewith forwarding to you my entire file on the above matter.

I became involved in the above pursuant to the request of Mr. F. D. Morgan that the Legal Division take some action to bring about the removal by Mr. Illias of the ramp which he has constructed between his property and the Columbia River Highway.

As you will recall, in purchasing right of way from Mr. Illias we purchased all access rights to the Columbia River Highway and paid him for the same. Prior to construction, Mr. Illias had a wooden ramp leading from his building to the highway. A Xerox copy of the photograph of the then existing ramp is attached with the file.

During construction Mr. Illias removed his ramp and the State constructed bin type, metal retaining walls to support the highway. According to Resident Engineer Lytle, after the wall was built, Mr. Illias replaced the ramp during a weekend when our maintenance crews were off duty. Following the ramp's construction Mr. Illias requested a permit to continue to use his walk. This involved a request through Mr. Norman Howard, a Representative from Multnomah County. The request was rejected in a letter written by Walter T. Wright on August 21, 1964, a copy of which is in the right of way file.

From our conference it is my understanding that you will take this matter up personally with the Metropolitan Division to see if the ramp can be eliminated by personal negotiations with Mr. Illias rather than any legal action.

Frank C. McKinney
FRANK C. McKINNEY
Acting Assistant Counsel

NOTED
LLOYD P. SHAW

FCMcK:ks - attach.
cc: F. D. Morgan
A. E. Johnson
F. B. Klaboe
W. T. Wright
G. E. Rohde

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1964

RECEIVED
NOV 18 1964
LEGAL & RIGHT OF WAY

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193
File No. 31714
(Sauvies Island-St. Johns Bridge)

To:

Mr. Frank C. McKinney
Acting Assistant Counsel
BUILDING

Your letter of November 5 asked for further background material on the subject file.

Copies of recent letters from R. F. Lytle and A. V. Benedict are attached which I believe supply this information.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 13, 1964

SUBJECT: File 31714 - Illias
West City Limits - St. Johns
Bridge Section
Columbia River Highway
Contract No. 6393

To: Mr. F. D. Morgan
-Construction Engineer
State Highway Building
Salem, Oregon

Attention: Mr. Decker

Receipt is acknowledged of your letter of November 9, 1964, and the attached letter of November 5th from Frank C. McKinney asking for additional background data on the Illias ramp.

Attached hereto is a copy of a letter from R. F. Lytle, Resident Engineer, giving the best available answers to Mr. McKinney's questions. If there is any further information that we can furnish, we will of course, be glad to do so.

A V Benedict

A. V. Benedict
Assistant Metropolitan
Engineer

AVB:maa

Enclosure

cc: R. F. Lytle

CONSTRUCTION DIVISION
NOV [illegible] 1964
[illegible] R E

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 12, 1964

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

SUBJECT: W. City Limits - St. Johns
Bridge Section
Columbia River Highway
File No. 31714
(Sauvies Island-St.Johns Bridge)

In reply to Mr. McKinney's letter concerning the wooden ramp to the Illias property, R/W File #31714, I have the following additional information.

There was originally a wooden ramp from the Highway shoulder to the building. Prior to the construction of the metal type bin wall, Mr. Illias was told that the contractor would have to remove this to construct the wall. In order to save this material, Mr. Illias removed it himself. The wall was then built and Mr. Illias replaced the ramp over a weekend. I contacted Mr. Illias and informed him this was contrary to the R/W agreement and would have to be removed prior to the completion of the project.

On June 10, 1964, this walk was brought to the contractor's attention as one item that would have to be removed prior to the completion of the project. However since it was a right of way agreement between the State and property owner I verbally told the contractor I would also speak to the property owner and have him remove the walk way.

Mr. Illias then requested that he be given a permit to use this walk and directed his request through Mr. Norman Howard who conferred with Walter T. Wright. This resulted in the letter to Mr. Illias informing him that the guard rail would be built in front of his property.

No further contact has been made with Mr. Illias in regard to removal of this ramp since it seemed desirable to have the matter taken care of by the Legal Department.

R F Lytle
R. F. Lytle
Resident Engineer

RFL:maa

METROPOLITAN ENGINEER
RECEIVED
NOV 12 1964
Noted ☐ ☐ ☐ ☐ ☐
ME AME AME MOC

REFERRED TO
Benedict
Date: 11/12/64 By: WBK
For: Action
Due Date:

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
NOV 10 1964

Salem, Oregon
November 9, 1964

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
File No. 31714
(Sauvies Island-St. Johns Bridge)

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attached find copy of November 5 letter from Frank C. McKinney asking for further background data on the Illias Ramp.

Will you please supply the requested information at your earliest convenience.

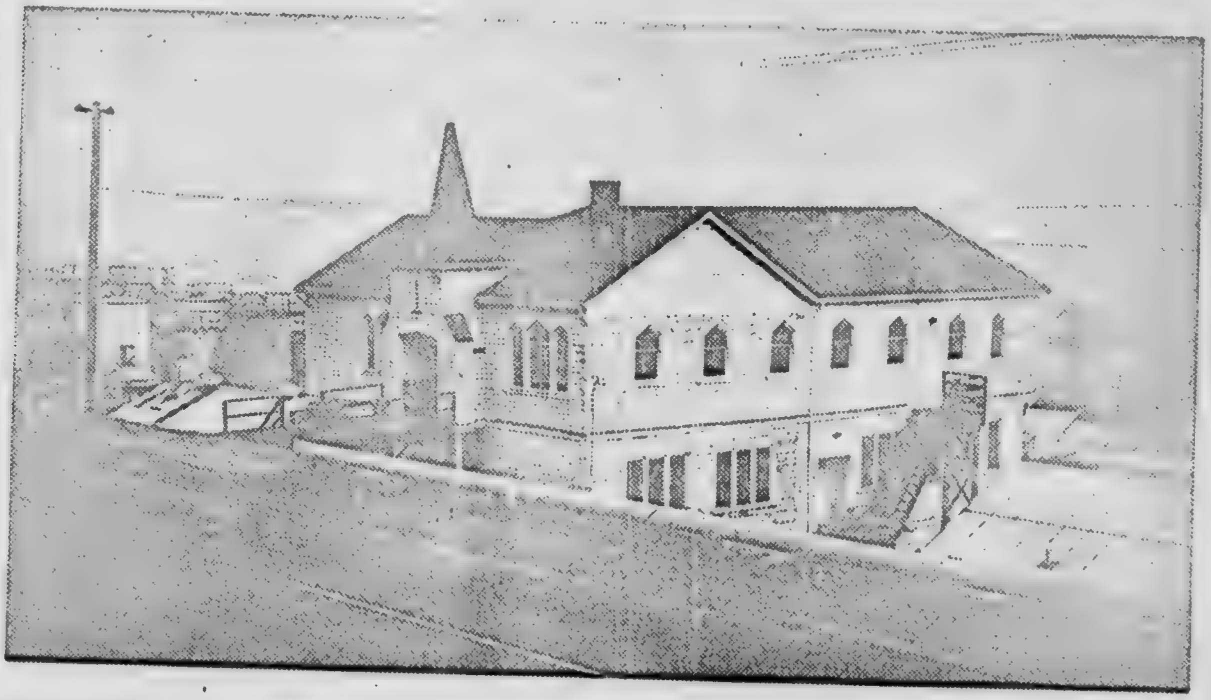
F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: F. C. McKinney
A. E. Johnson
R. F. Lytle



Taken January 24, 1963. Station No. 576. Prior to bin wall construction.

Salem, Oregon
November 5, 1964

[illegible].City Limits-St.Johns [illegible]
Columbia River Highway
Contract No. 6193
File No. 3171.
(Sauvies Island-St.Johns [illegible])

[illegible] Morgan
[illegible] Engineer

Attention: [illegible] L. Becher

[illegible]

Reference is made to your letter of September [illegible] in regard to the ramp which was apparently constructed by the property owner to the Columbia River Highway, after we had purchased all of the access rights to the property.

I would appreciate it if you could inform me when and by what authority we allowed the owner to construct the ramp after we bought the access rights and reconstructed the highway, since it appears to be a rather substantial structure, and someone in the Department must have observed the construction of the ramp. Also, I would like to know whether or not anyone from either Construction or Maintenance personally told Mr. [illegible] that he is to remove his structure.

There is nothing in our file pertaining to the above, except a letter from Walter F. Wright, dated August 21, which merely informs the owner that we cannot remove the access restriction. It does not tell him to take his ramp [illegible]

As soon as I receive the above background information, I will draft a proposed letter for Mr. Rohde on this matter.

FRANK C. McKINNEY
Acting Assistant Counsel

[illegible]

cc: [illegible] Rohde

RECEIVED
NOV 23 1964
FOR FILING

6193

November 20, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 25 on Contract No. 6193. The contract was with Lord Bros. Contractors, Inc. and Lord Bros. Contractors and was for grading, paving, and signing on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on November 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

bbc

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FORM E-30X—90M—12-62 54677

619

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1964

SUBJECT: Sign Warranty
West City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To: Mr. A. V. Benedict
Assistant Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

As per our telephone conversation I am returning your letter of October 23, 1964, along with correspondence from Traffic Safety Supply and California Metal Enameling Company letter of guarantee for the signs on the subject project.

As the letter guarantee does not sufficiently fulfill the requirements of the specifications, it is requested that the Oregon State Highway Department warranty forms be completed and signed by the manufacturer. As stated in our conversation, this has been required previously under the same conditions.

Enclosed is a supply of these Warranty forms for your use.

F. D. Morgan
Construction Engineer

By J. H. Walker

J. H. Walker
Assistant Construction Engineer

JHW:bjm
encs.

cc: L. P. Shaw
R. F. Lytle

NOTED
LLOYD P. SHAW

RECEIVED
OCT 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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619

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1964

SUBJECT: Landscaping Catholic Church Area
St. Johns Bridge-Portland City
Limits Section
Columbia River Highway
Multnomah County

To:

Mr. A. E. Johnson
Division Engineer

In connection with subject project, which was discussed with you by Ed Hunter, we are attaching a copy of Mr. Shaw's letter to Mr. Hunter and two prints of a Federal Aid sheet showing details of the work to be done.

Mr. Ed Meola of the Landscape Division has made an appointment with D. M. S. Johnston to go over the project with him Tuesday, October 27.

Two quotes should be obtained on the fertilizer and mulch from local concerns; the material purchased from the low bidder and paid for by Field Purchase Order.

By a copy of this letter to D. M. S. Johnston, we are asking him to let us know when the job is completed.

ORIGINAL SIGNED BY JOHN A. PHILLIPS

John A. Phillips
Maintenance Office Engineer

JAP:ib
Enc.

cc: Lloyd P. Shaw ✓
F. B. Klaboe
E. A. Meola
E. E. Johnston

NOTED
LLOYD P. SHAW

RECEIVED
OCT 20 1964
FOR FILING
[illegible]
6193

Salem, Oregon
October 19, 1964

Landscaping Catholic Church Area
St. Johns Bridge-Portland City
Limits Section
Columbia River Highway
Multnomah County

Mr. E. S. Hunter
Maintenance Engineer

In line with my conversation with you several days ago, will you please arrange to have the roadside slope facing the Catholic Church and within the limits of the Catholic Church property in the northerly section of the Linnton community, planted in a fashion which will meet our right-of-way agreement.

Mr. Meola is alerted to the fact that you will undertake this and, through Mr. Klaboe, has arranged to have plants ready for your use.

Will you please keep both Mr. Klaboe and Mr. Meola advised.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
E. A. Meola

6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1964

SUBJECT: West City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193
R/W File 31714
(Sauvies Island-St. Johns Bridge)

To: Mr. G. E. Rohde
Acting Chief Counsel

BUILDING

Reference is made to August 21, 1964 letter from Walter T. Wright, Right of Way Engineer, to Mr. Joseph E. Illias, 9663 N. W. St. Helens Road, Portland 10, Oregon, wherein pedestrian access to property near Linnton was discussed, and reasons for complete restriction clearly explained.

However, a ramp has been built from the building in question belonging to Mr. Illias, and connected to the bin type metal retaining wall erected under recent construction. Two pictures showing this ramp are attached along with copies of letters on the subject from R. F. Lytle, Resident Engineer, and A. V. Benedict, Assistant Metropolitan Engineer.

At this time it is believed the first step to correct this situation would be communication from your section pointing out the complete lack of rights to construct such a ramp, the dangers and responsibilities associated with such an access, and finally a request to remove same.

Will you please proceed on this basis.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachmdnts

cc: L. P. Shaw
F. B. Klaboe
A. E. Johnson
R. F. Lytle

RECEIVED
OCT 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 5-30 80M 7-64 SP*6219-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 21, 1964

SUBJECT: West City Limits - St. Johns
Bridge Section
Columbia River Highway
Contract 6193
R/W File 31714
Sauvies Island - St. Johns Br.

To: Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Building
Salem, Oregon

Attention: Mr. Decker

Please refer to Walter T. Wright's letter of August 21, 1964, to Mr. Joseph E. Illias and referenced "File No. 31714 - Illias."

I am attaching two (2) pictures taken by Mr. Lytle and a copy of his letter of September 9, 1964, to this office. The wall shown in the picture is a metal bin-type retaining wall. The asphalt surface shown was placed to seal the tops of the bins and prevent washing-out of the sand used for backfill. It is not wide enough behind the guard rail to walk on safely and the vertical height runs from 10 to 20 feet. The width in front of the guard rail is two feet. The right of way line is approximately midway between the wall and the building.

Mr. Wright's letter stated that we would complete the guard rail across the access ramp and you will note by the pictures that this has been done. As of the date of this letter, the owner has done nothing toward removal of his unauthorized pedestrian access. I believe it will require a further demand to get this removed.

Since the existence of this ramp is an open invitation to pedestrians and is an unauthorized encroachment on highway right of way, I believe further effort should be made to force its removal.

AVBenedict
A.V. Benedict
Assistant Metropolitan
Engineer

AVB:maa
Encl.
cc: R.F. Lytle
A.E. Johnson
E.E. Johnston

CONSTRUCTION DIVISION
SEP 23 1964

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 9, 1964

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
R/W File 31714
Contract: 6193

Enclosed for your information are two (2) pictures of a ramp that has been built from a building belonging to Mr. Joseph E. Illias and connected to the metal type retaining wall constructed under the W. City Limits-St. Johns Bridge Project.

The State has purchased all rights of access from Mr. Illias under R/W File 31714 and have further exerted their rights to limit the rights of access to this property by letter to Mr. Illias dated August 21, 1964 in which he was informed that no opening would be left for him in the guardrail.

To further correct this right of way problem, I recommend that the Legal Division take whatever action is necessary to have Mr. Illias remove his walkway from the State's right of way.

R F Lytle
R. F. Lytle
Resident Engineer

RFL:sh

Enclosures

METROPOLITAN ENGINEER
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6193

Salem, Oregon
September 2, 1964

Contract No. 6193
West City Limits-St. Johns
Bridge Section
Columbia River Highway
Multnomah County

Mr. F. D. Morgan
Construction Engineer

Attention: G. L. Decker

The attached communication from Lord Bros. regarding a protest of application of penalty due to expired workdays cites an overrun of material as reason for a time extension.

Since this contractor requested a time extension at an earlier date and was refused any assistance because there might be "additional situations arising...which should be considered" (your letter of July 23), he may have good reason to object to the imposing of penalty.

This situation seems to tie in with, and lend some weight to, the Bureau's reasoning that in cases where increased quantities are likely to require added workdays, the time should be extended when the addition of work is agreed to.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Decker is handling

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND 17, OREGON
285-4591

REFERRED TO
Admin.
BY SECRETARY

REFERRED TO
Shaw

August 15, 1964

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Contract #6193 - West City Limits
St. Johns Bridge Sec. Columbia River Highway

Gentlemen:

We have received the State Highway Engineer's Monthly Estimate #20 on the above contract and wish to protest the charging of twenty (20) days liquidated damages. No such damages are proper.

There are several grounds for this protest.

First, our letters of May 1, 1964, June 15, 1964, and July 17, 1964.

Second, the completion date of the contract should be extended to cover time required to furnish materials in excess of bid quantities. If this were done, no liquidated damages would be chargeable under Monthly Estimate No. 20. This will be explained in detail.

During the period covered by the monthly estimate referred to, the critical factor in determining the rate of job progress was the placement of 1½"-0" crushed rock base. Succeeding operations, such as placement of the 3/4"-0" material and laying of asphalt were necessarily limited by the rate at which the 1½"-0" material was placed. And that rate of placement depended, in turn, upon the quantities required to be supplied.

The Contract, in Bid Item No. 62, called for 89,600 tons of 1½"-0" crushed rock. Monthly Estimate No. 20 covers the work done to August 5, 1964 and shows that, as of that date, we had supplied 107,680 tons of that material, for an overrun of 18,080 tons or 20.18%.

AUG 1964

No extension of the contract completion date has been allowed for the time required to furnish that additional 18,080 tons, although in fact 26½ workdays prior to August 5, 1964 were required for that purpose.

This means that you are attempting to penalize us for the time spent in furnishing material in excess of the quantities shown in the bid and upon which the contract is based. In other words, we do not conceive that it is proper to increase the quantity of work and then, because additional time is required to perform the increased work, charge us a penalty each day for doing so.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By W. T. Lord
W. T. Lord, President

TDT:W

Consent is hereby given to any increase
in number of workdays which may be granted.

GENERAL INSURANCE CO. OF AMERICA
By James F. Dealy
Attorney - in - Fact

CC: R. F. Lytle, Res. Engr.
F. B. Klaboe, Metropolitan Engr.
General Insurance Co. of America
Robt. L. Weiss

RECEIVED
AUG 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 60M 8-63 43607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1964

SUBJECT: Request for Extension of Time
Contract No. 6193
West City Limits-St. Johns
Bridge Section
Columbia River Highway
Lord Bros. Contractors, Inc.

To: Mr. F. D. Morgan
Construction Engineer

Attention: Curt H. Baker

Building

You have requested our opinion as to whether, from a legal standpoint, you are justified in recommending to the Commission that the contractor's request for 100 days time extension on the above project be denied. To summarize our opinion on this question, yes.

After reviewing the file which you provided to us, relating particularly to the matter of workday charges and the request for time extension, it appears that your reasons for a negative recommendation are well documented, and based upon a careful and conscientious study of the pertinent factors involved.

From a review of the file, it appears to be the view of the engineer that (1) such delay as occurred in removing utility poles and lines, and any delay involved in redesigning certain of the retaining walls, did not substantially delay the efficient prosecution of the project, and (2) the failure to finish the project within the designated number of workdays is attributable to the contractor's own inefficiency and scheduling of operations, and not to any cause specified in the contract as a cause for an extension of time without assessment of liquidated damages.

Since these conclusions appear to have been reached in good faith, after a careful study, they should normally be accorded finality, since it cannot be said that these conclusions are arbitrary, capricious or the result of a failure by the engineer in making his recommendation to the Commission, to exercise an honest judgment.

It should be noted, however, that the file certainly indicates that the contractor also has his contrary conclusions well documented. It should be anticipated that, in the event of litigation, the contractor will attempt to show among other

CONSTRUCTION DIVISION
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JUL 22 1964
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CB

things that the delay from the redesign of certain walls and the delay in removing utility lines, caused the late completion of the project. Despite our evidence that the contrary is true, it should be recognized that the contractor will not doubt have conflicting evidence to support his contentions.

If established legal principles are adhered to in such litigation as may occur with respect to this project, the Commission's anticipated denial of the request for an extension of time should be accorded finality, when it is shown to have been based upon the engineer's recommendation which, in turn, is based upon a careful and conscientious study. If, for some presently unforeseen reason, the court does not accord finality to the decision of the Commission, and considers the merits of the request for an extension of time, it is believe quite possible that a court or jury might find that at least some part of the delay in completion of the project was attributable to the delay in removal of the utility lines.

However, it is our view that the likelihood of litigation on this question, and the somewhat remote possibility of an adverse decision, certainly are not sufficient reasons to recommend an extension of time, when a careful study by the Resident Engineer, the Metropolitan Division and the Construction Division indicates that no extension of time is justified.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: L. I. Lindas

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
9233 N. CALVERT AVENUE
PORTLAND 17, OREGON
285-4591

REFERRED TO
Constr. Div.
BY SECRETARY

May 1 letter is not in Div. files

June 15, 1964

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Contract 6193 - West City Limits St. Johns Bridge Sec. Columbia River Highway - Request for Extension of Time Without Penalty

Gentlemen:

Inasmuch as we have not received a response to our letter of May 1, 1964, requesting an extension of time without penalty to complete the above contract, we would like to renew that request and state that, if extended by one hundred (100) workdays as requested, the completion date of the contract then would be Nov. 6, 1964.

We also wish to make it clear that the delays and conditions referred to in that prior letter operated to prevent completion of the work within the specified time.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By

W. T. Lord
W. T. Lord, Pres.

CONSTRUCTION DIVISION
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OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 3-63 40607

CONSTRUCTION DIVISION
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 8, 1964

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract: 6193

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. G. L. Decker

Transmitted herewith are five (5) copies of Contractor's Request for Increase in Number of Workdays to Complete Construction Contract. The request is for 100 additional workdays. The contractor's letter of May 1, 1964 to which he refers is attached to the request. A copy of this letter together with copies of the contractor's memorandums and other pertinent correspondence is bound in a separate folder.

The contractor's request is based on failure to have power lines, telephone lines, light poles removed and failure to furnish plans promptly in cases of retaining wall design changes. He also mentions weather.

Due to a combination of circumstances beyond our control, the moving of power lines on this project was long delayed. Because of the Columbus Day, 1962, wind storm, power line crews were tied up on emergency work. Makeshift repairs made during the storm had to be rebuilt as expeditiously as possible. As soon as crews were available, holes for new poles were shot in the rock hillside (by Lord Brothers) and poles set. The natives protested violently and work was stopped. After considerable delay, a route below the highway was selected and rerouting started all over again.

Street lights were handled as part of the power line move and did not constitute a separate interference.

Telephone lines were removed quite expeditiously. They were in the shoulder area on the embankment side and did not cause any major interference. Telephone poles carried a City fire alarm circuit which was to be routed onto new power poles. These poles remained. Since the Telephone Company had moved their lines and could not remove the poles, the State accepted ownership of these poles. Finally, when it became apparent that the power line move would be long delayed, the State arranged for a temporary routing of the fire alarm system and the contractor entered into a Price Agreement to remove the poles. Once he had the opportunity, he did not prove to be in any great hurry to remove the poles.

REFERRED TO

Baker
By Ass't. Construction Engineer

On failure to submit plans promptly for wall design changes, there appears nothing unusual except on Wall 9032. The contractor requested wall design sheets in many cases before the area was cleared for cross-sections. In many cases, our engineer arranged for the contractor to pothole wall footings so the footing elevations could be determined in advance. Most of the delays were caused by incorrect bending details for reinforcing steel which had to be returned for revision before they could even be "corrected". In only one case did the contractor prosecute other work promptly on completion of the wall.

Following is a chronological listing of power line moves and the work affected:

Station 474+00 (Beginning of Project) to Station 533+50

This area not affected by citizen protest and subsequent delay. Poles removed May 6, 1963. Total workdays charged - None.

Work affected: Clearing - Grubbing - 153,000 cubic yards (74%) general excavation. One wall, No. 9030, was not affected by power line relocation and was available at any time. Contractor had asked for this area first.

Station 590 to Station 655 (End of Project)

Power poles not affected by citizens protest. Completely removed June 24, 1963. Total workdays charged, May 6 to June 24, inclusive - 25 days. Telephone lines out of this area June 12, 1963 except for a few poles left for fire alarm system.

Work affected by power poles: Clearing - Grubbing - General Excavation, Wall No. 9040. Excavation for wall not started until July 18, 1963. Drainage work not curtailed.

Telephone poles were in shoulder of existing road and did not interfere with wall or embankment work.

Station 547 to 590

Power poles removed July 26, 1963. Workdays charged June 25 to July 26, inclusive - 18 days.

Work affected by power poles: Clearing - Grubbing - General Excavation, Walls No. 9034, 9076, 9038 and 9039. Walls and embankments on Left side not affected by power poles and only slightly by telephone poles.

Station 533+50 to Station 547

Power pole removed August 8, 1963.

Excavation and wall work in this area not available to the contractor until completion of the "SNW" Line by the terms of the contract. Power poles or high tension wires did not interfere with completion of "SNW" Line. It was completed September 18, 1963.

SUMMARY

Power line interference prevented General Excavation work in certain areas. No workdays were charged, however, until the northerly mile of the project and 74% of the excavation was available. Embankment areas were not affected. Power line interference did hold up several of the walls, but the contractor did not start walls when the areas were available or utilize the walls when built. Wall No. 9032 on the "SNW" Line was delayed considerably for right of way problems and necessary redesign. Since this wall was the key to getting access to the adjacent road connection, some consideration might be due. Records indicate that the contractor asked clearance to detail steel for this wall on April 9, 1963. The wall could not be built until the "SNW" Line was graded. The subcontractor did not indicate any interest in this grading until April 15 when it was staked for him. In staking, the crews found both right of way and wall deficient. Additional right of way was requested and the wall data sent in for redesign on May 7. The redesign was returned to the field and to Soule' Steel on June 3, 1963. This would imply a delay of possibly six (6) weeks. Concrete placing was completed on July 17, 1963. Excavation resumed on the "SNW" Line on August 11, 1963. Curbs were completed on August 16, 1963.

The contractor did not have 3/4-0 base rock available and was not able to complete surfacing and paving until September 18, 1963.

Work did start immediately on the NNW Line, but six (6) weeks later than the area would have been available so far as power line conflicts were concerned. Work on grading and on the wall for the NNW Line was pursued quite diligently until the Wall (No. 9031) was completed on January 23, 1964. Since then, work has dragged. Base rock has not been available and the roadway has only recently been paved. It is not yet open to traffic.

It is conceded that there were delays in all categories named by the contractor. Weather conditions have been adequately compensated in the workday charges. The contractor has not at any time prosecuted his work vigorously or according to any discernable plan. Base rock production has been practically nil until very recently as indicated by daily rock placement figures supplied by Mr. Lytle. It is the opinion of this office that delays due to any of the causes listed did not effect completion time for the project. All time chargeable to such delays has been more than offset by failure to prosecute surfacing and paving.

This office recommends that no time extension be granted.

A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sb
Enclosures
cc Mr. R. F. Lytle

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6193 Contractor Lord Brothers Contractors, Inc. and Lord Brothers Contractors

Highway Columbia River

Section W. City Limits - St. Johns Bridge

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~[illegible]~~ The reasons for such recommendation are as follows:

Failure to prosecute the project vigorously, including failure to supply base rock in adequate quantities or at proper times to meet project requirements.

Recommended for Approval:

W Benedict
Assistant Division Engineer

....
Construction Engineer or Bridge Engineer

....
State Highway Engineer

Contract No.	6193
Project designation	Federal Aid Urban State-Federal
Date awarded	November 20, 1962
Work started	December 3, 1962
Per cent completed	75 June 5, 1964 Date
No. of Workdays Allowed	150
No. of Workdays Used	142 June 5, 1964
No. of Added Workdays Requested	100

FORM E-30 50M 3-63 49067

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 25, 1964

SUBJECT: Request for Extension of Time
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract: 6193

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

METROPOLITAN ENGINEER
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In regards to the attached Request for an Extension of Time, I have compiled the following documents and offer the following information in regards to their request for an additional 100 days.

The date the poles were removed and the dates the walls were started and completed are indicated on the plans.

The copies of Mr. Telford's memorandums, along with the copies of replies that were written in regards to these memorandums, plus any additional correspondence is enclosed.

In compliance with the specifications, an increase of time may be granted for:

1. Temporary suspension of work.
   (No work has been suspended as of this date)
2. Delays occasioned by errors.
   (No delays have been occasioned by errors.
3. Delays occasioned by change in the plans.

All walls except 9040 and 9030 and the metal type bin wall were redesigned. The walls were redesigned during the time the areas were cleared and prior to the excavation of any material for the footing was done. This was done contrary to Article 2.1.3 and 2.5.2 of the Standard Bridge Specifications and was a benefit to the contractor, both in time and money.

The contractor's claim on reinforcing details sheet approval has little merit since the majority of the delay was caused by the fact that the subcontractor, Soule' Steel, took up to three submissions prior to being able to submit a detail sheet of sufficient accuracy so that it might be corrected by the Salem office. This claim for delay in approval of the reinforcing details was anticipated, and the Bridge Division in Salem has kept record of the time the sheets were received and sent to the field.

Resolving all of the preceeding claims in favor of the contractor, the Specifications require that these delays actually cause an increase in the number of workdays required for completion of the work.

Walls 9038, 9039 and 9040, which were held up by the poles, were completed by November 5, 1963, and the excavation for the base rock was not started until November 27, 1963. Sufficient base rock was placed to construct the curbs and the remaining base rock was not complete until May, 1964. This delay was caused by the lack of base rock and by the lack of coordination between the prime contractor and the subcontractors.

The base rock on the project is being furnished by the Pioneer Quarry located to the right of Station 655. This quarry is only able to furnish enough rock for the contractor to haul rock for two days a week. After producing 2,000 tons of rock, the crusher broke down with such regularity that we have set our crew so as to be only large enough to check rock two days with the rest of the week to utilize these people on the field crew. I have included a copy of the daily rock production sheet showing the rock hauled each day. Those days in which less than 1,000 tons of rock is shown represent days in which the trucks hauling rock had to be cut down, sometimes to one truck so as not to run the plant out of rock. It was necessary to keep at least one truck hauling, or the plant would shut down or sell what rock they could produce to some other purchaser.

In regards to the claim that the power poles prevented the contractor from completing his work, it should be noted that the first poles were removed (by request from the contractor) from Stations 474+00 to 533+50, since this area contained 74% of the excavation on the project. This excavation is still not complete in spite of the fact that 95% of the material in the cuts were solid rock. This tends to show that the delay on the project is caused by the contractor's lack of materials and the planning and prosecution of the work. After the poles were removed and all walls were constructed, very little work was done which would tend to show that even if the removal of the poles and construction of the walls had been completed one or two months after this, activity on the project would have been no further along than it is today.

From a study of this request and the requests made during the job for an extension of time tends to point out that the work that was being held up was that being done by the prime contractor and not that work that could have been done by the subcontractors. The main items that are holding up the project are the excavation, surfacing and paving. None of these items were held up by the construction of the walls or the removal of the power poles. The extension of time request should be based on all items and over all progress of the job and not just those items that the prime contractor has chosen to perform himself.

I recommend that the claim be disallowed because of the following:

1. None of the items mentioned did in fact actually delay the progress of the job.

2. If the extension is given, it will in fact give the State's

condolence to the small work force, and poor progress that the contractor has been using, and I believe this will cause the project to be carried over another winter to the detriment of the State.

3. The claim of the contractor is only a request for additional time and makes no mention of his additional claims that have, or may be, submitted on the contract.

Since I am quite certain these claims will be pursued by the contractor, the request for workday count should be based strictly on the wording of the contract and no attempt made to settle any of the money claims by giving an extension of time.

RF Lytle
R. F. Lytle
Resident Engineer

RFL:sb

Enclosures

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
9233 N. CALVERT AVENUE
PORTLAND 17, OREGON
285-4591

[illegible]ED TO
Constrn Div.

May 1, 1964

CONSTRUCTION DIVISION
RECEIVED
MAY 2 1964
NOTED ☐ ☐ ☐ ☐ ☐

State Highway Commission
State Highway Building
Salem, Oregon

Re: Contract #6193
West City Limits - St. Johns
Bridge Section: Request for
Extension of Time Without Penalty

Gentlemen:

Request is hereby made that you increase by 100 the number of workdays specified for completion of the work under the above contract, without assessment of liquidated damages.

This request for additional time is made pursuant to the provisions of the contract. The conditions which have delayed or prevented completion or prosecution of the work have been detailed in the following memoranda and letters previously submitted to you:

Memorandum No.	2	Dated	2/28/62
"	5	"	1/3 /63
"	7	"	1/7 /63
"	8	"	1/8 /63
"	15	"	1/31/63
"	22	"	2/20/63
"	26	"	2/28/63
"	44	"	4/9 /63
"	61	"	5/25/63
"	63	"	6/3 /63
"	68	"	6/10/63
"	70	"	6/17/63
"	72	"	6/18/63
"	75	"	6/24/63
"	82	"	7/1 /63
"	87	"	7/8 /63
"	90	"	7/15/63
"	91	"	7/22/63
"	94	"	7/29/63
"	99	"	8/5 /63
"	101	"	8/12/63
"	176	"	4/14/64

Letter	dated	2/28/63
"	"	6/11/63
"	"	7/12/63
"	"	7/19/63
"	"	8/19/63

A copy of each such memorandum and letter is attached hereto and by this reference made a part hereof.

In general these delays have been attributable to failure to have power poles and lines, light poles and lines and telephone poles and lines removed, and failure to furnish plans promptly in connection with the change of the retaining wall design and weather conditions. The various letters and memoranda attached hereto set forth additional information with respect to these various delays, as well as discussions of certain matters not necessarily pertinent to the subject of the delays.

This request is made without waiver of any right of the contractor to claim damages for delay.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By W. T. Lord
W. T. Lord

WTL:M
Encls.

CONSENT IS HEREBY GIVEN TO ANY
INCREASE IN NUMBER OF WORKDAYS
WHICH MAY BE GRANTED:

General Insurance Co. of America

By: James F. Darby
James F. Darby, Attorney-in-fact

RECEIVED
MAY - 1 1964
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
AUG 28 1964

FOR FILING

-171(8)

6193

August 27, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13, cover paving invert of 60-inch CM Pipe with concrete on the W. City Limits - St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193 in connection with Federal-Aid Project No. U-171(8).

This work is necessary to prevent further damage by small rock being washed through the pipe. The present asphalt coating has been badly damaged.

This work was verbally recommended for approval by the BPR Area Engineer and the Field authorized to proceed August 24, 1964 as an emergency measure to expidite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By FAH

L. H. Young
Office Engineer

DBP:kc

RECEIVED
AUG 28 1964

Form E49x
FOR FILING
[illegible]
6192
STATE PRINTING

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS
8/24/64

W. CITY LIMITS ST. JOHNS BRIDGE
Preliminary Estimate

		Quantity	Allow	Total	Unit	Unit Price	Amount	
1	Furnish & Place Topsoil	743	157	900	c.y.	3.50	3,150	00
2	Furnish & Plant Shrubs	221	29	250	each	5.00	1,250	00
3	" " Eng. Ivy	17,652	348	18,000	each	.50	9,000	00
4	" " St.Johnswort	1,888	12	1,900	each	.40	760	00
5	" " Clematis	1,486	114	1,600	each	2.00	3,200	00
6	Inorganic Fertilizer 10-16-8	28	2	30	cwt	5.00	150	00
7	Manure Fertilizer	444	46	490	cu.yd.	6.00	2,940	00
8	Mulch Material	66	9	75	200 c.f. unit	25.00	1,875	00
							22,325	00
				Eng. & Cont.	12½%		2,790	00
				TOTAL			$25,115	00

Rates

Shrub Area - 2700 Sq. Ft.

*Topsoil	1 foot deep 507+40 - 510, 511+40 - 514+40, 31' wide x 560'
Inorganic Fertilizer	1/2 lb. per shrub, 1 lb. per 8 vines
Manure "	5 cu.ft. per shrub, 1/2 cu.ft. per vine

Mulch (25 sq.ft. per shrub, 2½ sq.ft. per vine) at 3" deep

*Note: No topsoil for Clematis or areas other than above stations

Mark — Take care of our obligations at the church and drop the remainder of this project.
Shaw

copy to Morgan 8-28-64

NOTED
LLOYD P. SHAW

RECEIVED
AUG 26 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 21, 1964

Mr. Joseph E. Illias
9663 N.W. St. Helens Road
Portland 10, Oregon

File No. 31714-Illias
Sauvies Island Bridge-
St. Johns Bridge Section
Lower Columbia River Highway

Dear Mr. Illias:

This will respond to your letter of July 28, 1964, relative to access to your property in the Linnton vicinity. Representative Norman Howard discussed the matter of pedestrian access to your building during the recent Highway Commission trip; and upon my return to the office, I have examined our right of way file. Mr. Howard has told me that your building is used for the use and benefit of the Boy Scouts of America, without cost to them. I am told that it is utilized as a meeting hall and also as a site for an angleworm business which they use to raise funds for scouting activities.

As part of the right of way transaction under this file number, we purchased the complete restriction of access to the building in question. Inasmuch as it is physically impossible to provide vehicular access to the property, it was the intent of our design engineer to prohibit the existing pedestrian access by purchase of the rights.

Our highway design in the vicinity is such that it is not possible to permit parking along the curb in front, or in the near vicinity, to your building. In the opinion of our engineering staff, it would be hazardous to permit pedestrians to approach the building along the narrow strip of property outside the curb line and to enter the building by way of the ramp which runs from the highway right of way to the entrance level of the building.

In the opinion of the Chief Counsel, the State Highway Department and its officers could be held liable for accidents, injuries, or death associated with use of this access. The administrative officers of the Department have refused to consider permitting a temporary use of the access limited to the Boy Scout activity. It is felt that the hazard of a potential use is magnified by the youth of the users.

The investigation above outlined and the circumstances prohibit us from offering even a limited and temporary right of pedestrian access to the building. It will be necessary for us to complete the guardrail across the access ramp which has existed heretofore.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mk

cc: R. L. Porter✓
L. P. Shaw
L. I. Lindas
F. D. Morgan
F. B. Klaboe
Rep. Norman Howard

RECEIVED
AUG 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1964
FOR FILING

U-171(8)

6193

August 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering paving the top of a bin-type retaining wall and constructing A.C. footpath down Hodge Avenue on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193 in connection with Federal-Aid Project No. U-171(8).

This work is necessary to prevent the loss of sand backfill from the wall bins due to excessive moisture entering the bins from the top.

The plans indicated a stairway on Hodge Avenue but this was deleted at the request of the City. The City requested a footpath in lieu of the stairway. It is estimated that the footpath will cost less than the specified stairway.

This work was verbally approved by the BPR District and Area Engineers and the Field authorized to proceed August 12, 1964 as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

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AUG 2 5 1964

FOR FILING

GLENN L. JACKSON, Chairman
Medford
KENNETH N. FRIDLEY, Member
Wasco
DAVID B. SIMPSON, Member
Portland

FLOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
State Highway Engineer
R.L. PORTER
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

August 20, 1964

Mr. W. I. Lord
LORD BROTHERS CONTRACTORS
9233 N. Calvert Avenue
Portland, Oregon

RE: W. City Limits-St. Johns Bridge
Columbia River Highway
Contract: 6193

Dear Mr. Lord:

Reference is made to your letters of May 1, June 15, July 17 and August 15, 1964 concerning assessment of liquidated damages on this project. I realize your concern in this instance and desire to stipulate for the record that you have acted in accordance with the contract in so far as requesting an extension of time prior to the time specified for the completion of the contract.

I also recognize that there are circumstances on this project which, in my opinion, will entitle you to certain increases in workday time. However, we are unable at this time to compute the extent of these increases due to the fact that your contract work, which includes quantities over and above those indicated in the contract itself, has not been completed.

As soon as all the work on this project is completed we will make our analysis of your request for an increase in number of workdays and forward our recommendation to the State Highway Commission. If the State Highway Commission in turn acts favorably on our recommendation, the funds obtained by multiplying the number of days extension granted by the assessed penalty of $300 per day will be returned to your company.

It is, therefore, imperative that you exert the utmost effort towards the entire completion of the job, including extra work items and extension of bid items in order that we may make the necessary analysis.

Very truly yours,

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

RECEIVED
AUG 2 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:sh
cc Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. R. F. Lytle

RECEIVED
SEP 9 1964
FOR FILING

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 24 1964 By W. B. Brooks
Title Div. Eng.
U.S. Bureau of Public Roads

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name W. City Limits-St. Johns Br. (Portland)
6195
Highway Columbia River
County Multnomah
Contractor Lord Bros. Cont. Inc., and Lord Bros. Conts.
Address 9233 N. Calvert Ave., Portland, Oregon

Date August 17, 1964
Contract No. 6193
Prefix 26-1089
F. A. Project No. U-171(8)
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pave invert of 60 inch C. M. Pipe with Concrete.

1. Maximum equipment rates allowable as per AGC and State agreement.
2. Percentage allowed Contractor is in accordance with executed contract for this project.

Location by station numbers:

R. O. 556+65 to 558+25

Estimate of quantities and cost:

Labor	$250.00
Equipment	100.00
Materials	
16 cu.yd. of concrete at $12.00 per yard	192.00
one roll 6 x 6 10 ga. reinforcing steel	30.00
Contingencies	58.00
	$630.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The asphaltic coating on the invert of the pipe has been chipped away by the rocks rolling through the pipe. The invert must be paved to protect the pipe from further wear.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,928,193.75
Present estimate of project cost, including $630.00 for work under this order	$1,892,334.48
Expected under-run ~~over-run~~ amount	$35,859.27
Expected under-run ~~over-run~~ per cent	1.9

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Copy to Young
9-8-64

RECEIVED
SEP 9 - 1964

FOR FILING

[illegible]

STATE COPY

APPROVED
Contingent upon modification of
proj[illegible]ional
funds [illegible]
Date AUG 12 1964 [illegible]
Title Div Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name W. City Limits-St. Johns Br. (Portland)
Highway 6115 Columbia River
County Multnomah
Contractor Lord Bros. Contractors, Inc. and Lord Bros. Contractors
Address 9233 N. Calvert Ave., Portland, Oregon

Date August 12, 1964
Contract No. 6193
Prefix 26-1089
F. A. Project No. U-171(8)
Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pave top of bin-type retaining wall from back of curb to back of wall and construct an A.C. footpath down Hodge Avenue. (See attached print)

1. Maximum equipment rates allowable as per ABC and State agreement.
2. Percentage allowed Contractor is in accordance with executed contract for this project.

Location by station numbers:

570+00 to 585+10

Estimate of quantities and cost:

Labor	$600.00
Equipment	300.00
Materials	400.00
Total	$1300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Paving of the top of the bin-type retaining wall between the curb and back of the wall is necessary to waterproof the material in the wall and also to improve the appearance of the wall. Stairs at Station 570+85 were not required to be rebuilt as shown on the plans so a footpath is now necessary so as to allow people to walk down Hodge Ave. to the existing sidewalk on the main roadway.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,928,193.75
Present estimate of project cost, including $1300.00 for work under this order	$1,928,193.75
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
~~Assistant State Highway Engineer or Office Engineer~~

State Printing

original copy To Young
9-8-64

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JUL 20 1964

FOR FILING

[illegible] 12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1964

To: MEMO TO THE FILES

SUBJECT: Sidewalk Construction
W. City Limits-St. Johns Bridge Section
Lower Columbia River Highway
Contract No. 6193

A telephone call was received this date from F. B. Klaboe, Metropolitan Engineer, relative to construction of sidewalks in the Linnton area between Stations 526 and 537. The original plans called for A.C. walks but the City of Portland objected to this by stating that there was a city ordinance prohibiting this type of construction. This was reported to the Construction Division in a letter from Benedict dated November 18, 1963, and the deletion of this sidewalk was approved by a letter signed by Decker dated November 27, 1963.

The City has now changed its mind and wants the sidewalks constructed as per the original plan. This was discussed with Mr. Schell of the BPR who is agreeable.

The sidewalk will, therefore, be constructed as per original plan which is replacement in kind.

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:bjm

cc: L. P. Shaw
A. W. Parsons
F. B. Klaboe

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1964

FOR FILING

[illegible]

[illegible]

July 6, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering the refinishing of the top of an existing retaining wall to improve its appearance on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193 in connection with Federal-Aid Project No. U-171(8).

This wall is the remains of an old building and was left in an unsightly condition. It is desirable to leave the wall in place because of the roadway embankment retained behind it.

This work was verbally recommended for approval by the B.P.R. Area Engineer and the field authorized to proceed July 1, 1964 as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

GWT:er

Enc.

RECEIVED
JUL 20 1964
FOR FILING

U-171 (8)
6193

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 1 1964 By H. Brooks
Title [illegible]
U.S. Bureau of Public Roads

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name W. City Limits-St. Johns Br. (Portland)
Date June 22, 1964
Highway Columbia River
Contract No. 6193
County Multnomah
Prefix 26-1089
Contractor Lord Bros., Contractors Inc. & Lord Bros., Contractors
F. A. Project No. U-171(8)
Address 9233 N. Calvert Ave., Portland, Oregon
Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Maximum equipment rates allowable as per AGC and State Agreement.
2. Percentage allowed contractor is in accordance with executed Contract for this project.

Remove reinforcing steel and loose concrete from the top of the old concrete wall and pour a new concrete top along the top of the wall in order to improve its appearance.

Location by station numbers:

541+45 to 542+15

NOTED
LLOYD P. SHAW

Estimate of quantities and cost:

Labor - - - 12 man days at $40.00/day - - - - - -	$480.00
Equipment -	100.00
Materials -	100.00
	$680.00
Contingencies	120.00
	$800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This concrete wall is the remains of a concrete building that was in this area prior to the construction of the new roadway. When the building was torn down this wall was left since it was required to retain the city street that lies above it. The wall lies outside the sidewalk area so is not covered under the work to be done by the contractor. This extra work order will cover the construction of a new cap or top to the existing wall and thus inhance the esthetical value of the project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,928,193.75
Present estimate of project cost, including $800.00 for work under this order $1,928,193.75
Expected under-run / over-run amount $0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

original to Young
7-14-64

BPR Endorsement

In order to give the project a finished appearance and blend esthetically into the surrounding community this work is deemed necessary. This building foundation wall has stood the test of time and is considered structurally adequate. It is more economical to give the wall a finished appearance rather than replace the entire section.

7/8/64

H. A. Schell, Area Engr.

JUL 7 [illegible]

RECEIVED
JUN 9 - 1964
FOR FILING
(8)
C173

477 Cottage Street NE.
Salem, Oregon 97301

June 3, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project U-171(8)
West City Limits - St. Johns Bridge Section

We are returning herewith all but one copy of Extra Work Order No. 8 for removing and reconstruction of the drop manhole. We did not approve this order because we feel the State and City (including local citizens) should have been in agreement before the contract was let. On future projects it is suggested that these items be considered in more detail prior to installation.

Enclosure

RECEIVED
JUN [illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
6-9-64

RECEIVED
MAY 29 1964

FOR FILING

May 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 8, to remove cone from drop manhole and replace with flat lid, on the N. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal-Aid Project No. U-171(8).

As constructed, the manhole projects very prominently out of a steep cut slope and is very unsightly. It is necessary to lower it and cover with a flat slab to give it a better appearance.

Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encl.

DBP:ia

RECEIVED
JUN 9 - 1964
FOR FILING

Form E-208—5M

STATE COPY

[illegible]
Contingent upon modification of
project agreement if additional
funds are required.
MAY 26 1964 [illegible] Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	W. City Limits-St. Johns Bridge (Portland)	**Date**	May 21, 1964
Highway 619	Columbia River	**Contract No.**	6193
County	Multnomah	**Prefix**	26-1089
Contractor	Lord Brs. Contractors, Inc. & Lord Bros. Contractors	**F. A. Project No.**	U-171(8)
Address	9233 N. Calvert Ave., Portland, Oregon 97217	**Order No.**	10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reconstruct curb

1. Maximum equipment rates allowable as per AGC and State Agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

Location by station numbers:

645+50 to 645+00

Estimate of quantities and cost:

Labor	$100.00
Materials	20.00
Equipment	80.00
	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The curb comprising the nose of the island at the south approach to the St. Johns Bridge has to be removed and reconstructed so as to allow a better flow of traffic from the main roadway onto the ramp to the St. Johns Bridge.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1928,193.75
Present estimate of project cost, including $ 200.00 for work under this order	$ 1927,597.53
Expected under-run over-run amount	$ 596.22
Expected under-run over-run per cent	0.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
[illegible] Highway Engineer or Office Engineer.

State Printing

original To Young 6-9-64

RECEIVED
JUN 9 - 1964

FOR FILING

STATE COPY

APPROVED
Contingent upon ratification of project [illegible] additional funds [illegible]
Date [illegible] 64
[illegible] Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

6193

Project Name W. City Limits-St. Johns Bridge (Portland)

Date May 21, 1964

Highway Columbia River

Contract No. 6193

County Multnomah

Prefix 26-1089

Contractor Lord Bros. Contractors, Inc. & Lord Bros Contractors

F. A. Project No. U-171(8)

Address 9233 N. Calvart Avenue, Portland, Oregon 97217

Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct arm butterfly sign as shown on drawings No. 19768 and 19769

1. Maximum equipment rates allowable as per AGC and State Agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

Location by station numbers:

645+00

Estimate of quantities and cost:

Steel structure	$1,500.00
Concrete 8 cu. yds. at $100/yd.	800.00
Reinforcing Steel 720 lb. at $0.15/lb.	100.00
Excavation 30 yds. at $10.00/yd.	300.00
Lighting All	1,000.00
	$3,700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor's price to do this was $1,100 above State estimate so the work is to be done as extra work. State is to receive credit of $580.00 for concrete sign footing that was eliminated.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,928,193.75
Present estimate of project cost, including $3,700.00 for work under this order	$1,927,397.53
Expected under-run ~~over-run~~ amount	$796.22
Expected under-run ~~over-run~~ per cent	0.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ G. L. [illegible]
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

original To Young 6-9-64

FORM E-1■X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
APR 2 1964
FOR FILING

6193

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 31, 1964

Western Union Telegraph Company
125 - 12th Street
Oakland, California

ATTENTION: Mr. W. R. Lee

Re: Sign Installation - Station 645+20, Left
W.City Limits-St. Johns Bridge Section
Columbia River Highway - Multnomah County
Project No. U-171(8) - Contract No. 6193
YOUR FILE: JOB 5852-63-Linnton-Will Bridge

Gentlemen:

Attached you will find a sketch showing a proposed sign installation at the above-captioned location on this section of the Columbia River Highway.

You will note the proposed lateral clearance from your line is 2 feet and vertical clearance above your lines is 6 feet. This sign is to be illuminated by two-6 foot fluorescent sign luminaires requiring 450 watts, 236 volts and 1.75 amps with a maximum short circuit of 15 amps. The power lines serving this sign will approach from either the north or the south and will be approximately perpendicular to your wires.

Please review this condition and advise us if you approve of this installation as proposed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

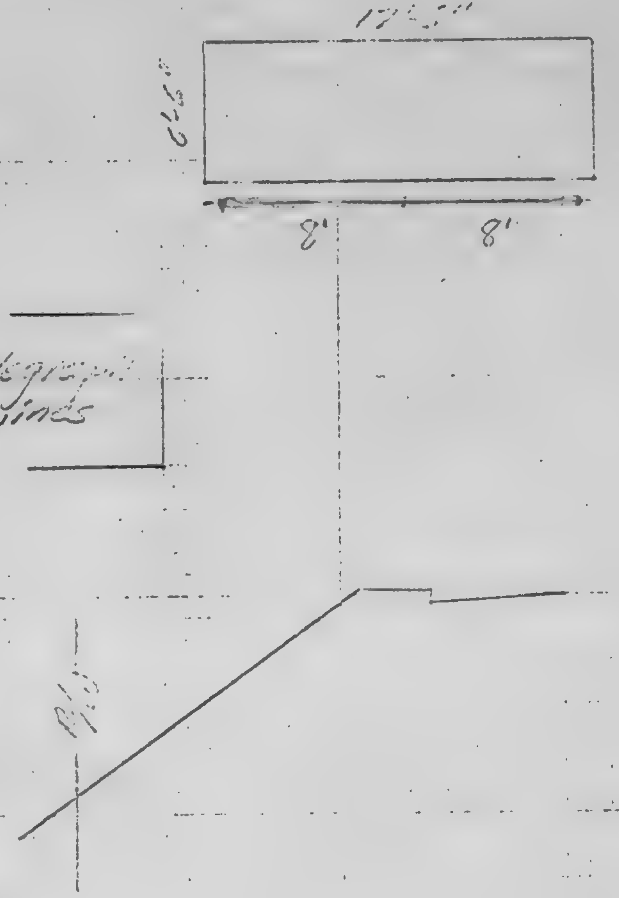
TWL:bjm
enc.

cc: L. P. Shaw (w/enc.)
F. B. Crandall "
F. B. Klaboe "
R. F. Lytle "
Jack Hesla "

RECEIVED
MAR 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

St Johns - Portland Urban Limit

1 of 1
OSE
March 6, 61



Sign No 7
Sta 645+20 lt
Scale 1"=10'

2-8' Fluorescent Sign Luminaires 450 watts, 236 Volts, 1.75 Amps.
Max. Short Circuit 15 Amps.

State

Monthly transaction number 1-171(8)-39	Form (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S Oregon
		County Multnomah
Project report number 6-12 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project number U-171(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 8, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 1,879,919.00

Revised Federal funds $ 1,184,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of March, 1964.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd B.

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project U-171(8)

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include work retained in PS & E Status.)

Salem, Oregon, March 4, 1964

Type Code 6201
Roadway (Sta. 473+87.54 to Sta. 655+00)(Contract 6193)

Clearing and Grubbing	All	Required		$ 119,442.00
Drainage Excavation, Unclassified	10,700	cu.yds.	$ 7.00	74,900.00
Structural Excavation, Unclass.	13,000	cu.yds.	4.00	52,000.00
General Excavation, Unclassified	242,500	cu.yds.	1.20	291,000.00
Short Overhaul	880,000	yd.stas.	0.02	17,600.00
Long Overhaul	82,500	C-yd.stas.	0.40	33,000.00
Finishing Roadbed and Slopes	All	Required		15,000.00
18-inch Concrete Pipe	150	lin.ft.	8.00	1,200.00
24-inch Concrete Pipe	140	lin.ft.	10.00	1,400.00
30-inch Concrete Pipe	55	lin.ft.	14.00	770.00
36-inch Concrete Pipe	130	lin.ft.	16.00	2,080.00
18-inch Corrugated Steel Pipe	70	lin.ft.	6.00	420.00
24-inch Corrugated Steel Pipe	20	lin.ft.	14.00	280.00
36-inch Corrugated Steel Pipe	14	lin.ft.	22.00	308.00
60-inch Corrugated Steel Pipe	190	lin.ft.	40.00	7,600.00
60-inch Corrugated Steel Pipe, 10 Gage	190	lin.ft.	40.00	7,600.00
12-inch Corrugated Steel Pipe, Protected Invert	130	lin.ft.	4.00	520.00
12-inch Asbestos Protected Corrugated Steel Pipe	30	lin.ft.	6.00	180.00
18-inch Asbestos Protected Corrugated Steel Pipe	140	lin.ft.	7.00	980.00
24-inch Half-Circle Corrugated Steel Pipe	35	lin.ft.	7.00	245.00
36-inch Half-Circle Corrugated Steel Pipe	14	lin.ft.	20.00	280.00
36-inch to 24-inch Half-Circle Corrugated Steel Pipe Reducers	1	only	140.00	140.00
Extra for Pipe Under Pavement	980	lin.ft.	3.00	2,940.00
6-inch Perforated Rigid-Type Drain Pipe	4,600	lin.ft.	1.00	4,600.00
8-inch Perforated Rigid-Type Drain Pipe	5,750	lin.ft.	1.20	6,900.00
6-inch Perforated Metal Drain Pipe	1,900	lin.ft.	1.50	2,850.00
Special Backfill in Drains	2,240	cu.yds.	4.00	8,960.00
8-inch Sewer Pipe	2,970	lin.ft.	3.00	8,910.00
10-inch Sewer Pipe	175	lin.ft.	4.00	700.00
12-inch Sewer Pipe	8,700	lin.ft.	4.50	39,150.00

15-inch Sewer Pipe	2,750	lin.ft.	$ 6.00	$ 16,500.00
18-inch Sewer Pipe	3,500	lin.ft.	7.00	24,500.00
Salvage and Reinstall Culvert Pipe	225	lin.ft.	4.00	900.00
Concrete Inlets, Type "B"	1	only	84.00	84.00
Concrete Inlets, Type "D"	12	only	92.00	1,104.00
Concrete Inlets, Type "G"	55	only	80.00	4,400.00
Concrete Inlets, Type "G-1"	45	only	82.00	3,690.00
Concrete Inlets, Type "G-2"	1	only	80.00	80.00
Concrete Inlets, Type "CG"	5	only	90.00	450.00
Concrete Inlets, Type "CG-1"	14	only	92.00	1,288.00
Special Inlets	1	only	800.00	800.00
Concrete Manholes, 6 feet or less Deep	10	only	220.00	2,200.00
Concrete Manholes, 6 feet to 12 feet Deep	30	only	260.00	7,800.00
Concrete Manholes, Over 12 feet Deep	5	only	400.00	2,000.00
Drop Manholes	5	only	500.00	2,500.00
Corrugated Metal Manholes	1	only	600.00	600.00
Adjustment of Manholes	16	only	130.00	2,080.00
Adjustment of Inlets	1	only	40.00	40.00
Reconstruction of Manholes	1	only	180.00	180.00
Concrete Curbs	1,100	cu.yds.	42.00	46,200.00
Concrete Walks and Driveways	3,300	sq.yds.	4.00	13,200.00
Class "A" Concrete in Walls and Stairways	3,400	cu.yds.	46.00	156,400.00
Metal Reinforcement in Walls and Stairways	555,000	lbs.	0.12	66,600.00
Pipe Handrail	1,900	lin.ft.	4.50	8,550.00
Class "A" Concrete in Box Culverts	40	cu.yds.	90.00	3,600.00
Metal Reinforcement in Box Culverts	7,700	lbs.	0.14	1,078.00
Bin Type Retaining Walls, Sta. 573+20 to 585+10	All	Required		100,000.00
Timber Stairways	9.70	M-FBM	400.00	3,880.00
Metal Guard Rail	10,100	lin.ft.	2.50	25,250.00
Special Guard Rail	970	lin.ft.	4.00	3,880.00
Type 3-70 Fence	5	rods	40.00	200.00
Coarse Crushed Material in Base	89,600	tons	2.20	197,120.00
3/4" - 0 Material in Base	13,600	tons	2.20	29,920.00
Sprinkling	3,000	M-gals.	3.30	9,900.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	980	cu.yds.	4.00	3,920.00
RC-250 Asphalt	150	tons	40.00	6,000.00
Asphaltic Concrete Mixture	29,500	tons	5.00	147,500.00
Asphalt in Mixture	1,620	tons	26.00	42,120.00
RS-1 Asphalt	8	tons	60.00	480.00

Extra for Paving Approaches	28 only	$ 20.00	$ 560.00
Removal of Existing Sign Installations	All Required		110.00
Metal Sign Supports	All Required		5,300.00
Wood Sign Posts	All Required		1,200.00
Type "A" Signs in Place	646 sq.ft.	7.00	4,522.00
Type "C", "D", "H" and "R" Signs in Place	261 sq.ft.	4.00	1,044.00
Type "E" Signs in Place	120 sq.ft.	4.00	480.00
			$1,653,665.00
Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
Signing (Temporary)	All Required		500.00
Seeding and Mulching	All Required		3,060.00
			$ 18,560.00
Utilities			
Work by the N.W. Natural Gas Co.	All Required		$ 1,585.96
Work by the City of Portland (Water System)	All Required		30,340.94
Work by the City of Portland (Fire System)	All Required		1,500.00
Work by the Portland General Electric Co.	All Required		1,350.36
Work by the Western Union Company	All Required		866.00
Work by the Pacific Power & Light Co.	All Required		1,024.16
Work by the SP & S Railway Co. (Signal Lines)	All Required		125.00
	Subtotal		$1,709,017.42
	10% Engr. & Cont.		170,901.58
	Total		$1,879,919.00

Length of Roadway - - - - - - - - - 3.430 Miles
Cost of Roadway Per Mile - - - - $548,081.34

Federal Funds -	$1,184,000.00
State Funds -	695,919.00
	$1,879,919.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION

PROJECT NO. U-171(8)

Estimated cost of work by the Northwest Natural Gas Company

Cost to State

Sta. 498+14 ($149.03 x $\frac{30}{47}$)	$ 95.13
Sta. 550+78	1,173.29
Sta. 566+23	199.10
Sta. 590+10 to Sta. 592+60 ($620.10 x $\frac{29}{152}$)	118.44
Total	$1,585.96
Lump Sum	$1,585.96

Estimated cost of work by the Pacific Power and Light Company

Installation

Labor	$240.68
Materials	456.46
Equipment	35.00
Overhead	128.86
	$861.00

Removal

Labor	$205.41
Equipment	15.75
Salvage Credit	- 58.00 Cr.
	$163.16

Lump Sum Total $1,024.16

Estimate cost of work by the Western Union Telegraph Company

Labor	$658.00
Materials	83.00
Equipment	100.00
Miscellaneous	25.00
	$866.00

WEST CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION

PROJECT NO. U-171(8)

Estimated cost of work by Portland General Electric Company

Relocation	$2,137.44
Salvage Credit	- 787.08 Cr.
	$1,350.36

Estimated cost of work by S P & S Railway Company

Raise Signal Line (on Western Union Poles)

Material	$ 40.00
Labor	85.00
	$125.00

Estimated cost of work by City of Portland

Fire Alarm System

Labor	$1,500.00

Water System

Materials	$ 6,428.10
Labor	11,570.58
Equipment	2,056.99
Contingencies	5,656.73
	$25,712.40

8-inch Main Stas. 516 to Sta. 522

Due to alteration of grade it is necessary to lower 600' of 8 inch main. The desires to replace 8" main with 12" main and bill State on percentage of actual cost of 12" main as established by the following estimates:

	8" Main	12" Main
Materials	$1,742.51	$2,541.63
Labor	2,450.40	3,574.16
Equipment	435.63	635.41
	$4,628.54	$6,751.20

8" Main is 68.56% of $6,751.20 or $4,628.54

RECEIVED
MAR 13 1964
FOR FILING

March 12, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 - Supplemental, covering additional flagging on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal-Aid Project No. U-171(8).

The overrun of flagging is due to the heavy traffic encountered during the construction of the project through Linnton. The anticipated amount was not enough to take care of the State's share of flagging.

The original order for flagging was approved by the BPR, December 19, 1962.

This supplemental order was verbally recommended for approval by the BPR Area Engineer, March 9, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

RECEIVED
MAR 17 1964
FORM E-30X 50M 3-63 43608
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1964

To:

MEMO TO THE FILES

SUBJECT: Storm Damage Repair
W. City Limits-St. Johns Br. Section
Columbia River Highway
Contract No. 6193

The clean up of sand washed from the bin type retaining walls onto the property of the Mobil Company has been discussed at some length with Mr. Schell of the Bureau of Public Roads. It is his contention that the damage was caused by lack of backfill around the toe of the bins, and is therefore the responsibility of the contractor.

It is my contention that the damage was caused by the washing of trash into the catch inlets and creating an overflow of water which could not have been anticipated or prevented by the contractor unless he went outside the contract limits to do maintenance work. It is my recommendation that the Extra Work Order ($700) be approved without Federal Aid.

C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:fp
cc Lloyd Shaw
L. H. Young
F. B. Klaboe

RECEIVED
MAR 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 - 1964
FOR FIL...

March 6, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering the excavating for retaining wall and backfilling with suitable material on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193 in connection with Federal-Aid Project No. U-171(8).

This work is necessary to retain the slope of the new construction from extending onto N. W. Hoge Avenue. The construction of the retaining wall will cost less than the relocation of the existing street. The contractor would not quote a reasonable price for the required excavation and backfill.

This work was verbally recommended for approval by the BPR Area Engineer, March 2, 1964, and work has been started as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

MAR 2

FOR FILING

6175

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.　　February 26, 1964
Salem, Oregon
ATTENTION: Mr. F. D. Morgan

Original signed by [illegible]

T. Dec, Assistant Division Engineer
08-35.4-DA Salem, Oregon

Repair of Storm Damage
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Project No. U-171(8)

In reply to your letter of February 21, 1964, pertaining to the subject project, your submitted reasons do not appear to adequately substantiate that this repair should be paid for by the State with normal Bureau of Public Roads participation for the reasons contained hereinafter.

We presume the majority of this Extra Work Order would be concerned with clean up of that material deposited on the Mobil Oil Company lot. This area was inspected on January 22, four days after the wash-out occurred.

Although the cause of the water overflowing the drainage structure may have been due to unforeseeable causes it appears that the cause of the damage was due to the contractor's neglect to place the berm against the foot of the retaining wall as required by the plans (Bridge Division drawing No. 14646). This resulted in the greater portion of the material flowing out the gap between the bottom panel of the wall and the surface of the ground.

On page 5 of the Supplemental General Provisions (blue insert) under "Contractor's Responsibility for work" it is stated that "Until final acceptance of the work, the contractor shall have the charge and care thereof and shall take every necessary precaution against injury or damage to any part thereof by the elements,..." It would seem that covering the gap at the bottom of the retaining wall and suitably patrolling the project during periods of heavy rainfall would come well within the intended meaning of "every necessary precaution".

The other cases which you have referred to involve a record flood (I-5-1(37)18) and clean up of slides which occurred after the slopes had been cut to finished grade (F-29(9)). They are therefore not considered pertinent.

Original to Morgan
2-27-64

cc Young 3-2-64

RECEIVED
FEB 26 1964
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Repair of Storm Damage
W/ City Limits-St. Johns Bridge Section
Columbia River Highway
Project No. U-171(8)

Dear Sir:

On January 18, 1964, and again on January 25, rainstorms caused washing of trash which blocked catch inlets on or adjacent to this project. The resultant overflow damaged the rock base and washed sand backfill from the bin type retaining walls onto adjacent private property.

The storm of January 18 caused plugging of a type D inlet opposite Station 580+19 (Rt). This inlet was constructed under this contract and was completed to our specifications and satisfaction. The source of the debris which caused the stoppage was outside the project limits and therefore outside the control of the contractor. The water, after being diverted from the drainage system by this debris, flowed across the highway and into several of the bins of the metal retaining wall on the left (northeasterly) side of the highway. This inflow of water started piping under the foundation of the structure, and nearly emptied one of the bins, and the sand was deposited on the paved parking lot of the Mobil Oil Co.

It is true that the contractor had never backfilled against the toe of the wall on the outside, and it is probable that this lack of backfill contributed to the amount of damage done. However, at Station 574, the January 18 storm caused some washing of sand from the bins and these were sandbagged and backfilled prior to the January 25 storm. This second storm causdd additional washing, but not to the extent of the first storm, so we cannot be at all sure that complete backfill would have preventdd all the damage caused by the unexpected heavy flow of water.

The storm of January 25 caused the plugging of a catch inlet opposite Station 547 and subsequent damage to the rock base on the "SNW" Line. This inlet was constructed by our contractor according to our specifications.

The same storm of January 25 plugged a city-owned inlet on the southwesterly side of N.W. Hardy Avenue opposite Station 586+10. The overflow flowed down the "NWB" Line and across the highway and into the bind type retaining wall near Station 583. This overflow also deposited sand on the adjacent private property.

The deposited sand was ordered removed as soon as it was discovered, and the contractor did this work under the direction of our Resident Engineer. The work done thus far was done primarily on January 20 and 27. There is the probability that some of the sand has washed into the drainage system of the Mobil Oil Co., and this system should be flushed out with high pressure hoses to preclude additional damages and possible claims from Mobil. The approximate cost of the work already done is $600, and it is anticipated that another $100 will be spent in flushing the Mobil drainage system.

The source of all the debris, consisting of boulders to 18-inches, grass clippings, leaves and small brush, is private property outside our right of way. We have been informed that the residents of this area are of the habit of depositing their non-odorous garbage in these small steep drainage ways with the expectation (so far fulfilled) that it will wash away in the winter storms. This practice was not known to either our Resident Engineer or our contractor until after the damage had been done and an investigation made to determine its causes.

It is our opinion that, since the cause of the damage was outside the knowledge of and beyond the control of our contractor, the contractor should not be held responsible for repair of the damage. This is in accordance with the Special Provisions for this project (Pages 5 and 6 of blue insert titled "Supplemental General Provisions, Issue of September 1, 1962".)

Precedent for the State's assuming of this type of obligation has already been established, and approved by the Bureau of Public Roads. This type of damage repair was paid for by the State on Project I-5-1(37)18 under Extra Work Order No. 13, and on Project F-29(9) under Extra Work Order No. 7, Supplemental. Other cases in which this type of repair was paid for by the State can be cited if desired.

Your concurrence in our opinion that this repair should be paid for by the State with normal Bureau of Public Roads participation in this cost is requested. An Extra work Order in the amount of $700 will be submitted for your approval at a later date.

Very truly yours,

F. D. Morgan
Construction Engineer

By J Putnam

J. F. Putnam
Assistant Construction Engineer

CHB:bjm

cc: L. P. Shaw
L. H. Young
F. B. Klaboe

RECEIVED
FEB 2[illegible] 1964
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
FEB 3 - 1964

FOR FILING

[illegible]

[illegible]

February 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-Supplemental, covering additional grouted riprap headwalls at culvert pipe on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193 in connection with Federal Aid Project No. U-171(8).

This work is necessary to prevent erosion under the culvert pipe. The soil is pervious.

The original order was approved by the BPR, February 28, 1963.

This additional work was verbally recommended for approval by the BPR Area Engineer, January 30, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

RECEIVED
FEB 6 - 1964

FOR FILING
6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1964

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193
Prefix: 26-1089

To:
Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict

Reference is made to your January 24 letter concerning a railroad crossing at the south end of the "AEG" line. This crossing serves both the Northwest Natural Gas Company and the Army Engineers, with the latter contending it has been rendered inadequate by current construction.

Your estimate to improve this crossing by widening was $450. The matter has been discussed here and a decision made to make the improvement. Please proceed on this basis.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw
E. F. Saling

NOTED
LLOYD P. SHAW

[illegible]
OFFICE OF
[illegible] ENGINEER

RECEIVED
FORM 2-30X 50M
FEB 6 - 1964

FOR FILING

619

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1964

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193
Prefix: 26-1089

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict

Reference is made to your January 24 letter concerning a railroad crossing at the south end of the "AEG" line. This crossing serves both the Northwest Natural Gas Company and the Army Engineers, with the latter contending it has been rendered inadequate by current construction.

Your estimate to improve this crossing by widening was $450. The matter has been discussed here and a decision made to make the improvement. Please proceed on this basis.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw
B. F. Saling

NOTED
LLOYD P. SHAW

1964
OFFICE OF
STATE HIGHWAY ENGINEER

NPPRE-MD

30 December 1963

Mr. Earl F. Saling
Right of Way Office Manager
State Highway Department
State Highway Building
Salem, Oregon 97310

CONSTRUCTION DIVISION
RECEIVED
JAN 6 1964
NOTED-- ☐ ☒ ☐ ☐ ☒
CE ASE ACE COE

Dear Mr. Saling:

This will confirm Mr. Walstrom's telephone conversation with you on 23 December 1963 regarding inadequacies of the present railroad crossing to the U. S. Moorings from your recently constructed frontage road.

Although not specifically stated in Department of the Army Easement, Contract No. DA-35-026-CIVENG-62-8, which provides a substantial portion of the right of way for your new frontage road, it was the intent of this instrument to provide a minimum of equal facilities to that which existed at the time of initiation of your alterations. This is generally covered by Conditions 1, 2 and 6 of the instrument which provide for prior approval of your construction plans.

It has now been determined that due to the new alignment of the frontage road as constructed, the existing railroad crossing is inadequate to accommodate the type of equipment which now serves the U. S. Moorings.

It is believed that this problem can be rectified by minor extension to the existing crossing. However, extension of this crossing is considered to be a matter for coordination and accomplishment between the Oregon State Highway Department and the S.P.& S. Railroad.

An early reply on this matter will be appreciated.

Sincerely yours,

W. J. ASHWORTH
Chief, Real Estate Division

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AN 31 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 30, 1964

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland 4, Oregon

RE: Relocation of Water Main
Stations 515+60 to 522+00
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)
Contract No. 6193

Attention: Mr. H. K. Anderson

Gentlemen:

Your estimate and sketch map for the adjustment of a 12-inch water main on this project, as submitted with your letter of October 3, 1963, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of October 31, 1963.

Reimbursement on the basis of 68.56 per cent of the actual cost of installing the 12-inch main performed subsequent to October 31, 1963 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:fp
cc L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
R. F. Lytle
E. E. Johnston
Jack Hesla

RECEIVED
JAN 28 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

January 23, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.EC

Oregon Project U-171(8)
W. City Limits-St. Johns Bridge Section
City of Portland, Bureau of Water Works

Reference is made to Mr. Litchfield's November 4, 1963 submission of the above mentioned utility company's proposal to replace an 8" water main with a 12" water main on the subject project. Our November 8, 1963 memorandum pointed out certain questionable features of the estimate which were not in compliance with paragraph 7h of PPM 30-4. Mr. Litchfield's January 20, 1964 letter submitted the city's estimate in a revised form which appears reasonable and in substantial compliance with the above mentioned procedural requirements.

The city's plans and estimate and your Staff Attorney's letter covering the Bureau of Water Works adjustments on this project were approved by this office on February 6, 1963. At that time the work in question was not anticipated as constituting a conflict with construction. It is our understanding that construction operations have revealed this 600 ft. of water main to be in conflict.

We therefore approve the utility extra work as submitted by the above referenced correspondence on the basis of 68.56 percent of the actual cost of installing the 12-inch main being the State's obligation.

We wish to confirm our previously issued verbal authorization to proceed with the actual adjustment of the above mentioned water main effective October 31, 1963.

original to Litchfield
cc Young
1-28-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 23 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

619

January 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Relocation of Water Main
Stations 515+60 to 522+00
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)
Contract No. 6193

Dear Sir:

Enclosed you will find two copies of the work sheet used by the City to establish the estimated difference in cost of installation of an 8-inch and 12-inch cast iron water main; also, two copies of their estimating chart derived from 1961 - 62 costs.

The above information is in answer to your letter of November 8, 1963 requesting more detail in their estimate. The City maintains with their present system of bookkeeping this is the only practical method of showing needed breakdowns; however, their books are open to your further inspection at any time.

If you agree that this, along with the previously submitted estimate and sketch, constitutes sufficient detail, then your approval is requested on the following basis:

NOTED
LLOYD P. SHAW

1. Sketch as previously submitted.
2. Estimate as herewith supplemented.
3. Authorization for the City to bill the State for 68.56 per cent of the actual cost of installing the 12-inch main.
4. Formal authority to proceed with the work as of October 31, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JAN 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Attach.
PGP:fp
cc Lloyd Shaw
D. B. Parkes (2)
Jack Heels

RECEIVED
JAN 8 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1964

SUBJECT: West City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To:

Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict

As discussed with you yesterday, a copy of the December 30 letter from W. J. Ashworth, Chief, Real Estate Division, Department of the Army, directed to Earl F. Saling, is attached. This letter discusses a crossing of the railroad rendered inadequate by current construction.

You indicated this problem very likely had been resolved. Will you please supply the details lacking in Mr. Ashworth's letter; that is, location and use of this crossing, why it is now inadequate, etc. Also, the scope of work necessary to fulfill our obligations, and how it will be accomplished.

We also need to know the contacts made, including any with Mr. Ashworth.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc Lloyd Shaw
Earl F. Saling

RECEIVED
JAN 23 1964
FOR FILING

6193 NPPRE-MD

30 December 1963

Mr. Earl F. Saling
Right of Way Office Manager
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Saling:

This will confirm Mr. Walstrom's telephone conversation with you on 23 December 1963 regarding inadequacies of the present railroad crossing to the U. S. Moorings from your recently constructed frontage road.

Although not specifically stated in Department of the Army Easement, Contract No. DA-35-026-CIVENG-62-8, which provides a substantial portion of the right of way for your new frontage road, it was the intent of this instrument to provide a minimum of equal facilities to that which existed at the time of initiation of your alterations. This is generally covered by Conditions 1, 2 and 6 of the instrument which provide for prior approval of your construction plans.

It has now been determined that due to the new alignment of the frontage road as constructed, the existing railroad crossing is inadequate to accommodate the type of equipment which now serves the U. S. Moorings.

It is believed that this problem can be rectified by minor extension to the existing crossing. However, extension of this crossing is considered to be a matter for coordination and accomplishment between the Oregon State Highway Department and the S.P.& S. Railroad.

original copy to Decker
1-6-64

An early reply on this matter will be appreciated.

Sincerely yours,

W. J. ASHWORTH
Chief, Real Estate Division

RECEIVED
JAN 2 1964
FOR FILING
61

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1963

SUBJECT: W. City Limits-St. Johns Br. Section
Columbia River Highway
Contract: 6193
Prefix: 26-1089

To:
Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict

Your December 18 letter conveyed a copy of a letter signed by a group of property owners in the Linnton area. The original of this letter was directed to Lord Bros. Contractors, Inc., calling attention to varying degrees of blast damage.

You inquired of the need for obtaining any type of release from the contractor. Our Legal Division has advised that no release is required at this state; however, at the completion of work, we should require proof that claims have been settled before releasing final payment.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp

cc Lloyd Shaw ✓
F. C. McKinney
R. F. Lytle

[illegible]
OFFICE OF
[illegible]

Portland, Oregon
November 22, 1963

Lord Bros. Contractors Inc.
9233 N. Calvert Ave.
Portland, Oregon

Gentlemen:

We the undersigned hereby notify you that we have experienced damage in varying degrees to our homes as a result of blasting necessitated by highway construction on N. W. St. Helens Rd. between Harbor Blvd. and Hoge. St.

We respectfully request that your representative call on us to observe the extent of the damage.

Mr & Mrs J. L. Hanks
Name
9725 NW Roseway Ave
Address

Mr & Mrs H. Eckert
9717 N.W. Roseway Ave

Mr & Mrs E. F. Toelle
9737 N. W. Roseway

Mrs C H Eyerly
9625 N.W. Roseway

cc: State Highway Dept.
Attn: Mr. Lytle, Resident Engr.
4315 N. W. St. Helens Rd.

TED
P. SHAW

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JAN 9 1964
FOR FILING

U-171(8)

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 27, 1963

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

Attention: Engineering Department

RE: Railroad Signal at Gas Company Plant
Crossing of SP&S Railroad
Station "ABG" 11+50 (Lt. L 636+50)
W. City Limits-St. Johns Bridge Section
Columbia River Highway - Multnomah County
Project No. U-171(8) - Contract No. 6193

Gentlemen:

On October 21, 1963, you were given a verbal request by Mr. Jack Hesla, Field Utilities Liaison Engineer, to submit an estimate and sketch for the adjustment of the above signal. This was confirmed by Mr. Hesla in his letter to you dated December 4, 1963. You submitted an estimate, to which Mr. Hesla attached a sketch, with your letter dated November 20, 1963. This estimate provided for the following modifications:

1. Removal of the wig wag arm of the signal.
2. Installation of flashing light units.
3. Installation of a flasher relay system.
4. Installation of a new track circuit necessitated by the widening of the undercrossing.

LLOYD

It is the obligation of the State, pursuant to the provisions of PPM 30-4, to make reimbursement for proper and reasonable cost of adjusting conflicting utilities located on private property. The above crossing is owned by your company and located on railroad right of way.

The above information, which is the results of previous correspondence and telephone conversation between your company and the State, is documented here to show the State requested the adjustment as a result of a conflict with our proposed construction and is obligated to reimburse your company for the cost of modifying the railroad signal.

Your estimate and sketch for this work have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of December 18, 1963.

Please contact Mr. R. F. Lytle, Resident Engineer, 4315 N.W. St. Helens Road, Portland, 97210, phone BE 5-8911, Extension 78, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to December 18, 1963 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Lloyd Shaw
A. W. Parsons (3)
L. H. Young
C. H. Maison
F. B. Klaboe
R. F. Lytle
E. E. Johnston
Jack Hesla

[illegible]
DEC [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer December 18, 1963
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

By:

08-35.2-DA A. W. Parsons, Division Engineer T. Dec
Salem, Oregon Engineering Coordinator

Oregon Project U-171(8), W. City Limits-St. Johns Bridge Section
Northwest Natural Gas Company Utility Adjustment

Our memorandum dated 10-29-62 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your letters dated 11-22, 12-3 and 12-4-63, and the above-mentioned utility's letter dated 11-20-63. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces and due to the special nature of the adjustment, we approve the employment of the S.P. & S. Railway Co. to perform the work.

Our program memorandum dated 10-29-62 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date.

Installation of the flashing light units in lieu of the wig-wag arm being removed is approved as not constituting a betterment on the basis of our understanding that space restrictions prohibited reinstallation of the wig-wag arm. It is further understood that this flashing light unit is not a complete assembly but merely a substitute sub-assembly of the signal.

Your November 11, 1963 letter indicates this signal is owned by N.W. Natural Gas Co. and is located on railroad right of way. Additional information obtained verbally from your Utility Section is that the utility is on railroad right of way by a permit type of arrangement and that railroad has the right to revoke this permit or to relocate utility at utility's expense. Further, a verbal opinion expressed by your Utilities and Railroad Attorney, Mr. J. N. Hershberger, was to the effect that the State, as a third party, could not take advantage of this contractual right of the railroad and was therefore obligated to reimburse the utility for cost of relocating their signal.

NOTED
LLOYD P. SHAW

original To
Young
12-23-63

Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

The exchange of correspondence between the State and utility company should be complete within themselves. Although your inter-departmental memorandums, dated 11-22-63 and 12-3-63 contain information concerning the obligation of the State and identifies the work to be done, such data should be included in the exchange of correspondence between the State and utility before it can be construed to be part of the agreement. This can be included in your letter of authorization to the utility to proceed with the work should you desire Federal participation in the relocation cost.

[illegible]
[illegible] 1963
[illegible]
[illegible]

RECEIVED
DEC 9 - 1963

FOR FILING

477 Cottage Street NE.
Salem, Oregon

December 3, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
[illegible]

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-DA

Order for State Force Work No. 9
Oregon Federal-aid Project No. U-171(8)
W. City Limits - St. Johns Bridge

Reference is made to your letter dated September 23, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. Advanced approval for this work was given September 12, 1963.

NOTED
LLOYD P. SHAW

original to Young with attach.
12-9-63

RECEIVED
DEC 2 1963 FORM [illegible] 43000

FOR F [illegible]

11-171(8)

6193

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1963

SUBJECT: Changes in Sidewalk and Driveway Details
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To:

Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict

The changes in construction details of sidewalks and driveways as outlined in your letter of November 18 are approved and you may proceed with the work as proposed. Mr. Schell of the Bureau of Public Roads concurs in the proposed changes.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:fp

cc Lloyd Shaw

NOTED
LLOYD P. SHAW

[illegible]
[illegible] 1963
OFFICE OF
[illegible] ENGINEER

FORM E-30 50M 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 18, 1963

SUBJECT: W. City Limits-St. Johns Bridge Sec.
Columbia River Highway
Contract: 6193
Prefix: 26-1089

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Attention: G. L. Decker

OK by Schell
26 Nov 63
CB

Transmitted herewith is a copy of a letter from the City of Portland over the signature of Mr. L. H. Rosenthal, City Engineer, recommending that among other things that we delete the asphalt foot path on the easterly side, between Station 526 and 573+30. A copy of a previous letter by Mr. Rosenthal, and my reply, is included for your convenience.

You will note that this is an outcome on an attempt by the City to get us to install concrete walks and driveways. I have called this to the attention of Mr. E. E. Johnston, D.M.S., as there appears to be considerable overlap in authority with regard to driveway permits on this section of highway. If you approve, we will delete the asphalt foot path.

The entrance to the Catholic Church property will be constructed in accordance with the plans. On all other driveways, where the plans do not call for a Portland cement replacement, we will delete the AC portion, constructing only a drop curb. We will also construct a drop curb at locations for new driveways, if these locations can be pinpointed by either ours or the City's permit.

Please indicate if you approve this method of handling driveways.

A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB/op

Enc.

CC: Mr. Richard F. Lytle

CONSTRUCTION DIVISION
RECEIVED
NOV 19 1963

R E

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

November 12, 1963

Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Klaboe:

This is in reply to your letter of October 29, 1963, concerning the proposed driveways and sidewalks on the St. Johns Bridge-Columbia River Highway. A meeting at the site was arranged by the Oregon State Highway Department. Mr. Carlson and Mr. Bemus of the City of Portland traversed the project with Mr. Rose of the State Highway Department and approved the driveway approaches at Pioneer Construction Co., Corps of Engineers, Gas Company, etc. It was agreed that the cost of the driveway of Pioneer Construction Company should be the responsibility of the property owner.

In the original field review of the plans by our department, we approved the asphaltic concrete footpath to be installed between Stations 526+00 to 537+30 because only one building existed within this area; this was the Fire House located at Station 531+90.

Since that time, there have been additional buildings constructed with others contemplated for construction in the near future. Approaches for these will be constructed of concrete in accordance with City Specifications, by the property owners at their expense.

A large Associated Service Station has been constructed; they have applied for twocommercial driveways to be constructed at their cost. A building has been constructed for oil distribution that will require driveways, an addition to the parking area of the Fire Department has been completed, and we have had reports of an ice cream parlor being installed in the same area.

NOTED
LLOYD P. SHAW

Copy given E.E. Johnston.

METROPOLITAN ENGINEER
RECEIVED
NOTED
E. B. KLABOE ☐ AME ☐ MGE

We recommend, therefore, that the asphalt footpath not be installed between Station 526+00 to 537+30 and that the respective property owners construct their sidewalks and driveways with concrete, at their own convenience and expense.

Mr. Rose mentioned that they had numerous complaints from the church; we recommended a standard concrete driveway to control the probable water runoff. However, after due consideration, we concur with your recommendations that this exit should be constructed as a street approach making a smooth transition to the main highway due to its use as a semi-public roadway.

Yours very truly,

LHRosenthal

L. H. ROSENTHAL, P.E.

City Engineer

Hw
RAC:bc

NOTED
LLOYD P. SHAW

October 29, 1963

Mr. L. H. Rosenthal
City Engineer
City of Portland
Oregon

Dear Mr. Rosenthal:

This is to acknowledge receipt of your letter of October 18, 1963 regarding standards for driveways and sidewalks, addressed to Mr. Richard Lytle, our Resident Engineer on the West City Limits - St. Johns Bridge Section. There seems to be some misunderstanding about any "conclusions" reached in the discussion with Mr. Carlson. Driveways and sidewalks are usually the responsibility of the property owner and are not included in a construction project except as replacements. Replacements are usually in kind with a minimum, in this case, of asphaltic concrete.

The sidewalks referred to in the second paragraph of your letter were mostly gravel and are being replaced with an AC footpath. This is in accordance with the project plans, and the resident engineer has no authority to change them without approval of both our construction office and the Bureau of Public Roads.

The driveway to the Catholic Church property is 30' in width at the right of way line, with a 40' radius on the curb returns. This is also indicated as AC on the plans and cannot be changed without approval. This is in the nature of a semi-public roadway and should match the pavement on the main highway.

Your letter is being forwarded to our office for review, with the recommendation that concrete be substituted for AC in the sidewalks in question, if the City will pay the difference in cost. This is estimated to be approximately $1,900 for all of the sidewalk between stations 526+00 and 547+50. The difference in cost on the church driveway, on the same basis, would be approximately $620, depending on how much is to be concrete.

Yours very truly,

F. B. Klaboe
Metropolitan Engineer

By: AVBenedict
A. V. Benedict
Assistant Metropolitan Engineer

NOTED
J. M. CARTWRIGHT

AVB:mw

cc: Mr. F. D. Morgan
Mr. R. F. Lytle

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

October 18, 1963

Mr. Richard Lytle
Resident Engineer
Oregon State Highway Dept.
4315 N.W. St. Helens Road
Portland, Oregon

Dear Sir:

This is to verify the conclusions reached by John Rose and Ragner Carlson in discussing construction back of the curb in two specific portions of the St. Helens Road contract.

On the northerly side of St. Helens Road between Engineer Stations 526+00 and 547+50 the sidewalks are to be of concrete.

The driveway to the Catholic Church property at Engineer Station 510+80 should be a concrete driveway conforming to City of Portland standards.

Yours very truly,

L. H. ROSENTHAL, P. E.
City Engineer

HBG/dr

FORM E-123X 20M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 1 8 1963
FOR FILING

6193

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 14, 1963

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

ATTENTION: Mr. H. K. Anderson

Re: Relocation of Water
Stations 567+85 and 568+63
W. City Limits-St. Johns Br. Section
Columbia River Highway
Multnomah County
Project No. U-171(8)
Contract No. 6193

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities at Stations 567+85 and 568+63 on this project, as submitted with your letter of October 18, 1963, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of November 6, 1963.

Please contact Mr. Richard Lytle, Resident Engineer, 4315 N. W. St. Helens Road, Portland 97210, Phone BE. 5-8911, Extension 78, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to November 6, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of yourstatement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm
cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
A. E. Johnson
R. F. Lytle
E. E. Johnston
Jack Hesla

NOV 1 5 1963

RECEIVED
NOV 15 1963

FOR FILING
[illegible]

6145

477 Cottage Street, N.E.
Salem, Oregon - 97301

November 8, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.EC

Oregon Project U-171(8), Water Main Adjustment
W. City Limits-St. Johns Bridge Section
Columbia River Hwy

Your Utility Company's estimate, submitted for our approval by Mr. Litchfield's letter dated November 4, 1963, is not in sufficient detail for Bureau of Public Roads approval. This estimate pertains to the relocation of city of Portland's 8" water main on the subject project between approximate Stations 515+60 and 522+00.

The questionable feature of this estimate is the non-compliance with paragraph 7h of PPM 30-4. This provision required items of material to be itemized when they represent relatively major cost in the relocation. Further, the estimate should be broken down as to estimated cost of labor, construction overhead, materials and supplies, handling charges, transportation and equipment, right-of-way and preliminary engineering in sufficient detail to provide the Division Engineer a reasonable basis for analysis. It appears from the estimate submitted, that the utility has started their estimate with a lump sum figure and then applied percentages to this lump sum to arrive at the break down of separate cost. This is not reasonable unless the company can present satisfactory evidence of how these totals were established and the validity of using identical percentages for the break down of cost estimate for performing work differing as much as the work in question.

original To Litchfield
cc Young
11-15-63

NOTED
LLOYD P. SHAW

[illegible]

RECEIVED
NOV 12 1963

FOR FILING

477 Cottage St. NE
Salem, Oregon

Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

November 6, 1963

Original signed by
G. R. Brooks
Engineer

K. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Dist. Engineer

08-35.2DA

Oregon Project U-171(8), W. City Limits-St. Johns Bridge Section
City of Portland Revised Water System Plan

Our memorandum dated February 6, 1963, approved the plans and estimate for the above-mentioned utility adjustment and authorized you to proceed with the work.

We now approve the revised plans and estimate submitted with Mr. Litchfield's October 31, 1963 letter. Revision at Stations 567+85 and 568+63 results from conditions not previously included or anticipated in the city's first estimate of work. You may proceed with work under the revised plans.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original + Litchfield
cc Young
11-8-63

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NOV 6 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

11 [illegible]

6193

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Relocation of Water Main
Stations 515+60 to 522+00
W. City Limits-St. Johns Bridge Section
Columbia River Highway - Multnomah County
Project No. U-171(8)
Contract No. 6193

Dear Sir:

Herewith one copy of estimates and sketch submitted by City of Portland, Bureau of Water Works, for the relocation of subject water main. You will note the Bureau proposes to replace the existing 8-inch water main with a 12-inch main. It is their request to bill the State on a percentage of actual cost of the 12-inch installation. This percentage is based on the attached comparative estimates.

One copy of the abovementioned estimates and sketch was handed to Mr. Lowder on October 31, 1963, by Mr. P. G. Preston, and authority to proceed with the work was obtained as of that date, subject to further review of the estimates and sketch.

Your approval of the estimates and sketch, authorization for the City to bill the State for 68.56% of the actual cost of installation of the 12-inch main, and formal authority to proceed with the work as of October 31, 1963, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachments

cc: L. P. Shaw
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
NOV 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JD OCT 10 1963
FILING

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, [illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD [illegible]DAS
CHI[illegible]

6193

October 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193
Project No. U-171(8)

Dear Sir:

Reference is made to a recent Inspection-in-Depth performed by Mr. H. [illegible] on the subject project, pointing out areas wherein he felt the State needed improvement.

I enclose herewith a copy of a letter from Mr. A. V. Benedict, Assistant Metropolitan Engineer, pointing out steps which we are taking to correct these deficiencies.

You will note that Mr. Benedict has pointed out that we are not required to pay maximum [illegible] excavation widths as allowed in the general specifications. Rather than this, we pay the contractor for the width of trench he digs, unless it is over the maximum allowance.

We are also in the process of obtaining a determination from our Legal Division whether or not we should [illegible] tion limiting the payment of the item "Clearing and [illegible] work done.

Very truly yours,

F. L. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

Encl.
cc: L.P. Shaw

RECEIVED
OCT 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 60M 11-61 40250

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 2, 1969

SUBJECT: W. City Limits-St. Johns Br. Sec.
Columbia River Highway
Contract: 6193
U-171 (8)

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. J. F. Putnam

pe

On September 9, 1969, you wrote us for an explanation of several items in the Bureau of Public Roads' "Inspection in Depth" made on June 18, 1969. A copy of this inspection was not available in this office, but was furnished by you on request. Considerable time has passed since this copy was received.

On Page 2 of Mr. Schell's report, seven (7) points were advanced for consideration, four (4) of which had been checked as questionable. The other three (3) had to do with administrative policy, and will not be commented on here. The following points will be in answer to your letter:

Numbered Paragraph 3 (See also second paragraph on Page 4)
The Resident Engineer has gone all out on records on this project and has devised a check list for his inspectors which gives men, equipment, et cetera, for each day and in addition requires the inspector to check the statement that he has made out his diary. This is in no way intended as a substitute for the diary. The Resident Engineer was not aware that this part of his record had been questioned. He can revise his form to show stationing of each operation, but this will probably necessitate a separate report for each operation. Since this form is a duplication of effort and was intended as an overall summary of operations, we would prefer to discontinue it entirely if its use is in any way questionable. Extra Work Order sheets will be more carefully checked to be sure they are complete. Some of the early reports bore conflicting numbers.

Numbered Paragraph [illegible] (See also comment on Page 5)
I find the Resident Engineer was fully aware of the maximums for drainage excavation in both specifications, but was paying on the lesser specification as an "average". He says the Bureau seemed to expect that the maximum payment would always be used. It developed under questioning that the excavating equipment usually used was 30 inches wide so approximately 30 inches was the minimum trench. I told him that under this condition all pipe sizes calling for less than 30 inches should be

paid on the maximum applicable basis, and that trench for larger pipe would also be paid at a maximum unless the Street Inspector indicated on the notes that the actual excavation was less. We do have a different specification on sewer pipe and culvert pipe and also the requirement that pay be limited to the actual width excavated, within the prescribed maximums. Drainage exacavation will all be reviewed and pay quantities recomputed in accord with the specifications.

Numbered Paragraph 6 (See comment last paragraph, Page 5) This comment was inspired by the highly questionable subcontract for Clearing and Grubbing on this project which our Legal Division has ruled we must accept. This comment is directed at Departmental procedures and specifications, and not at the Resident Engineer.

Numbered Paragraph 7 (See comment most of Page 6) This comment was inspired by the early practice on this project of computing the contractor's costs on Clearing and Grubbing, then allowing 15 percent for profit. This procedure was protested by the contractor. Investigation indicated that the bid was not out of line, and our Legal Division advised that the legality was questionable. Estimate No. 7, to July 5, 1963, and all subsequent estimates carry the full amount due on the bid item Clearing and Grubbing. We did refuse to boost this percentage to cover the contractor's bonding and move-in costs as he had requested.

A V Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB:sb

cc Mr. R. F. Lytle

RECEIVED
SEP 23 1963
FOR FILING

6193

September 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 9, Account No. 224-338, covering seeding and mulching on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal Aid Project No. U-171(8).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of FPM 21-6.3 is requested.

The total estimated amount of the order is $4,060, with Federal participation of $2,436.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
SEP 30 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1963

SUBJECT: Lord Bros. Claim
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To: Mr. L. I. Lindas
Chief Counsel

BUILDING

Attached find the following letters pertaining to claim of Lord Bros. in the amount of $15,378.09 for furnishing and placing backfill for metal bin type retaining wall.

(1) September 9 letter from Lord Bros. to Richard Lytle presenting claim.

(2) Copy of September 13 letter from Lytle to Klaboe recommending denial of the claim.

(3) Copy of September 16 letter from Benedict to Lord Bros. acknowledging claim and stating it was being sent to Salem for consideration.

(4) September 16 letter from Benedict to F. D. Morgan submitting data to Salem.

Since this claim has previously been rejected, no further reply to the contractor should be required at this time.

These letters, then, are forwarded for your information and study, and will be an addition to the file on this project submitted by our letter of August 26.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

GLD:bjm
Attachments

cc: L. P. Shaw
F. B. Klaboe

RECEIVED
SEP 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1963
FORM E-30 50M 5-62 43908
FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1963

To: MEMO TO THE FILES

SUBJECT: Telephone Pole Removal and Temporary
Fire Alarm Relocation
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)
Contract No. 6193

This matter has been discussed by Messrs. Shaw, Lindas and Decker. Mr. Lindas informed Mr. Shaw the State had no legal basis on which to acquire title to these telephone poles. In view of this fact, Mr. Shaw ruled since we have accepted ownership of the poles for the sum of $[illegible] (see attached letter from Pacific Northwest Bell Telephone Company dated November 30, 1962), the State would pay the cost of Price Agreement No. 5 without Federal-aid.

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

PGP:bjm
Attachments

cc: A. W. Parsons (w/attachs.)
L. P. Shaw "
L. I. Lindas "
L. H. Young "
C. H. Maison "
F. B. Klaboe "
R. F. Lytle "
Jack Hesla "

NOTED
LLOYD P. SHAW

RECEIVED
SEP 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

Shaw

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: August 28, 1963

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

T. Dee

SUBJECT: Oregon Project U-171(8)
W. City Limits - St. Johns Bridge Section, Columbia River Hwy.
Price Agreement No. 5

Reference is made to your August 20 submission of Price Agreement No. 5 requesting our consideration and approval. This price agreement covers removal of 103 telephone poles on the subject project.

Mr. Litchfield's letter dated August 19 gives an excellent account of the situation as it developed, but does not add information to justify why the State should assume the responsibility of pole removal from the telephone company. We were anticipating justification in the form of a description of the legal obligation that exists, rather than merely the necessity for clearing right of way for construction.

We recognize this conflict with construction and the urgency of the situation. Basically our question is -- Why could the telephone company not have discharged their pole removal obligation at such time that fire alarm system was removed to permanent location, and if there were some factors that made it more convenient for State's contractor to perform this work, why was the telephone company not required to reimburse the State a reasonable amount for doing this work for them?

As it is now presented we are unable to allow Federal participation in this work. If you will provide us with satisfactory answers to these questions we will consider favorable action on your request.

RECEIVED
AUG 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1963
FOR FILING

FORM E-30X—50M—5-62 43809

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1963

To:

Mr. L. I. Lindas
Chief Counsel
BUILDING

SUBJECT: W. City Limits-St. Johns Br. Section
Columbia River Highway
Contract No. 6193

A copy of the August 22 letter from A. V. Benedict which discusses claims by the contractor for various stated reasons, and in particular discusses claims because of pole line interference, is attached. This letter is self-explanatory and you will note contains a recommendation that all of the accompanying letters be turned over to your department for any action you may wish to take. This office does not intend to reply in any way to Lord Brothers at this time.

It appears a certainty that this project is headed for a court settlement. For your information and study, the letters accompanying Mr. Benedict's August 22 letter are attached along with our entire file to date. We will advise of any further correspondence. Please return these files to this office.

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

By
G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Enc.
cc Lloyd Shaw
F. B. Klaboe

RECEIVED
AUG 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Telephone Pole Removal and
Temporary Fire Alarm Relocation
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)

Dear Sir:

This is in reply to your letter of July 30, 1963, concerning this subject in which you questioned the State's responsibility for assuming the obligation for the removal of the 103 poles owned originally by the Pacific Northwest Bell Telephone Company.

The situation as it developed was as follows:

The Portland General Electric Company owned a pole line on the westerly side of the old highway which conflicted throughout the project. The Pacific Northwest Bell Telephone Company owned a pole line on the easterly side of the old highway which conflicted throughout the project. The Portland Bureau of Fire owned a fire alarm system which also occupied the telephone poles.

Prior to construction the telephone company moved all of their facilities off the poles (at no cost to the State), and this left the fire alarm system alone on these poles. It was intended to leave the fire alarm in place until Portland General Electric Company had relocated their facilities. Then the fire alarm would relocate on Portland General Electric poles in permanent position. It was anticipated that the telephone poles would be removed by the contractor as part of the clearing and grubbing without causing him undue delay.

However, Portland General Electric ran into difficulties from various sources. First, the damage caused by the Columbus Day storm upset all schedules of work because of the heavy emergency workload. This delayed work on this project for several weeks. After Portland General Electric had begun their work and had some of their new poles set in position on their proposed relocation on top of the hill southwesterly from the highway, the property owners objected to having this transmission line interfering with their view of the river. They raised such strenuous objection that Portland General Electric was forced to revise their plans and finally proceed as they are now, with most of the relocation being on the northeasterly side of the highway.

All this time the fire alarm system remained in place since they did not want to move twice. However, as it finally resulted, it became desirable to move the fire alarm temporarily in order to allow the contractor work room to operate more efficiently. The contractor and the State each shared in the cost of this temporary relocation.

The poles were of no value to the telephone company after their own facilities were removed. The State accepted ownership of the poles with the intent of having them removed as a part of clearing and grubbing operations. The State would appear to be obligated to pay the contractor to remove these poles, since he had to make a special operation of their removal. It was thought that removing them as part of the clearing and grubbing would be the most expedient way to handle this removal, but we feel the unforeseen events which transpired were beyond the control of any of the parties involved.

It must be pointed out that the fire alarm system had to remain in service at all times and, therefore, occupy some sort of poles. The State would be obligated to reimburse the City for any temporary work necessary to keep this line in service. This reduced to a comparison between the cost to move the fire alarm a second time against the cost of removing the poles. The cost of the second move would be approximately equal to the estimated cost of the first move, $1500.00. The cost of removing the poles will be $1133.00. The cost of the temporary fire alarm work as approved in your letter of July 30 is estimated to be $400.00. Therefore, the costs nearly balance -- a total second move estimated to cost $1500.00 against a total cost of the pole removal plus temporary work of $1533.00. Some of this temporary work which was performed at an estimated cost of $400.00 may be in a position which will be final. This will tend to reduce the total cost of the relocation to something less than the $1900.00 as estimated (temporary $400.00 plus permanent $1500.00).

Your approval of this Price Agreement is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

for T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

Attachments

cc: R. L. Porter
L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
R. F. Lytle
A. W. Parsons (2)

RECEIVED
AUG 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1963

FOR FILING

6193

August 1, 1963

Mr. Raymond F. Stahly
10549 N. W. St. Helens Road
Portland, Oregon 97210

Dear Mr. Stahly:

Your claim for replacement of concrete steps across property which we purchased under Right of Way File No. 31701 was referred to this office for investigation and report.

The material which we have collected has been reviewed by our Legal Division and Right of Way Title Section. We can find nothing that would support your contention that we have any obligation to replace these steps. We purchased the property between N. W. First Street and St. Helens Road in fee. The concrete steps were listed in the appraisal report as appurtenances to the property. In the right of way option, no reservations were made. The property which we purchased is separated from your present property by N. W. First Street and you have access to N. W. Second Street so no question of necessity exists.

On the basis of this information, the State will not build a stairway for access to your present property. If you should elect to build a stairway yourself, it will be necessary for you to secure a permit from Mr. E. E. Johnston who is our District Maintenance Superintendent. His address is 5821 N. E. Glisan Street, Portland, Oregon. His telephone number is 235-8911, Ext. 68.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

By AV Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/op

CC: Leonard I. Lindas
Frank D. Morgan
Richard F. Lytle
A. E. Johnsen
E. E. Johnston
L. P. SHAW

[illegible]
LLOYD P. SHAW

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

July 26, 1963

SUBJECT: R/W File 31701 - STAHLY
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract: 6193

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

On July 15, 1963, I received a call from Lloyd P. Shaw stating that he had a claim from Ray Stahly for restoring concrete steps and stairway on property acquired under the above file number. Attached is a single print of a picture showing very faintly the steps in question.

The property purchased under this file number was an entire taking between N. W. First Street and St. Helens Road. Property above N. W. First Street was also under the same ownership however. It appears that the concrete steps in question led to a house on the property which we purchased. The house has been long gone. A foot path led from this to N. W. First Street and along N. W. First Street. The appraisers report on this property indicate that there were twenty (20) concrete steps and presumably these are part of the valuation. The option makes no reference to the steps or replacement thereof. Our 1½:1 slopes extend approximately to N. W. First Street so that steps would have to be built down a rather long slope. Except for the foot path, N. W. First Street exists as a dedication only.

I am attaching a copy of a letter from Richard F. Lytle, Resident Engineer, and agree with his conclusion that we are not obligated to build steps as Mr. Stahly demands.

A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB/op

Enc.

CC: Lloyd P. Shaw
Richard F. Lytle

[illegible] 1963
OFFICE OF
[illegible] ENGINEER

FORM E-90 80M 11-61 40880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 25, 1963

SUBJECT: R/W File 31701
W. City Limits-St. Johns Br.
Contract: 6193
Prefix: 26-1089

To: Mr. F. B. Klaboe
Metropolitan Engineer
O F F I C E

L

I have checked into Mr. Raymond F. Stahly's claim that he is entitled to concrete steps from the walk on St. Helens Road to his house on N. W. First Avenue.

They acquired their interest in the land in question on May 24, 1959, when they were assigned the contract to purchase the land from James W. Lowman and Faith S. Lowman. The Stahlys were still contract purchasers when the State acquired the land for the Linnton project. (R/W File 31701).

The right of way appraisal states that there were 20 concrete steps leading from the sidewalk to a footpath that crossed the lot. A picture is enclosed which was taken prior to construction and indicates that these stairs may have been to a house that may have been on this lot at one time.

The title report on this land does not show any easement of record for a footpath or steps on this land.

I have checked the building permit records in the City Hall and found no record of a permit being issued to construct these stairs, nor was there any record of the city building the stairs. The stairs, however, may have been built prior to the time the City kept records of this type.

The City department in charge of City built and maintained stairs has no record of these stairs.

I have checked with Dale Sturmer, Locating Engineer, and H. A. Schmidt, Right of Way Agent, who obtained the property, and neither one of them had promised Mr. Stahly that the State would build any stairs at this location.

Prior to the option being signed by the Owner Trustee of this land, the State was required to pay $25.00 for an additional governmental appraisal of the land to satisfy a Federal guaranteed mortgage. This would tend to prove the owners were not overreached by the State, and a fair price was paid for the land with no additional obligation by the State to rebuild any stairs.

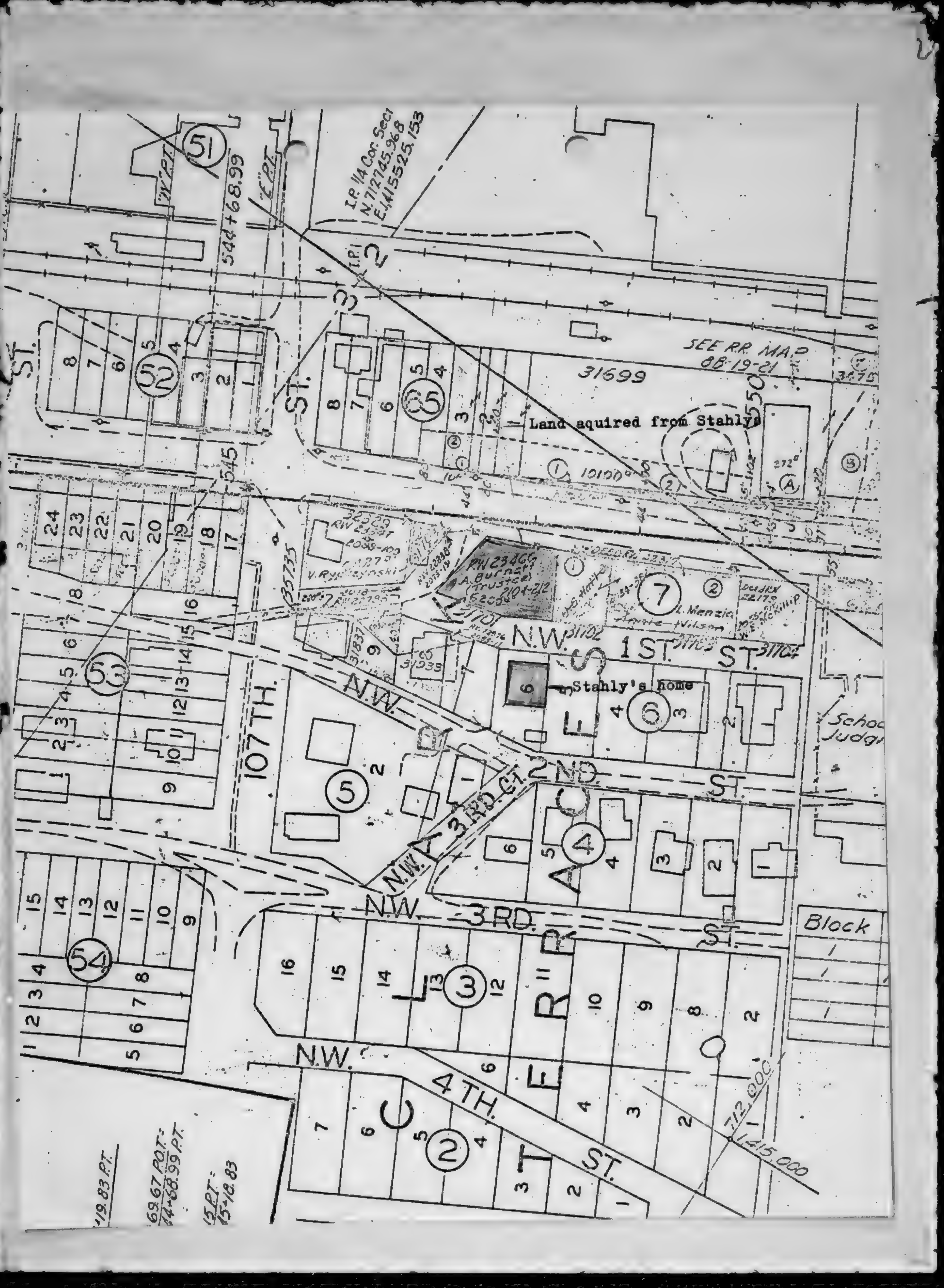
The Stahlys could not have obtained the easement for the stairs by necessity, since they have access to their remaining land by way of N. W. First Avenue.

The State obtained the land in question by a Warranty Deed signed by the Stahlys; therefore, if any easement obtained by prescription by the Stahlys would have been eliminated.

I can find no reason for the State building a set of concrete steps for Mr. Stahly, and recommend that he apply to the City for a permit to construct the stairs himself.

R F Lytle
R. F. Lytle
Resident Engineer

RFL:sb



— Land aquired from Stahlys

Stahly's home

RECEIVED
AUG 9 - 1963

FORM 2-30X—80M—10-62 46823

FOR FILING

6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1963

SUBJECT: R/W File 31781 (Stahly)
W. City Limits-St. Johns Br. Section
Columbia River Highway
Contract No. 6193

To:

Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict

We have investigated the contention by Mr. Stahly that we are obligated to re-establish a set of steps which were in existence on the property at the time of our acquisition. We can find nothing that would support this contention and recommend that Mr. Stahly be informed that we do not intend to rebuild these steps. Should he so desire, we would allow him to build, under appropriate permits, a pedestrian access from either the main highway or from the SNW line.

The obligation of the State was discussed with Mr. Joe Hershberger of our Legal Division and Mr. Jim Kuhns of our Title Section, both of whom concur in the above recommendation.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:fp
cc Lloyd Shaw
R. F. Lytle

[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1963
FOR FILING

6175

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

July 30, 1963

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project U-171(8)
West City Limits - St. John's Bridge Section
Telephone pole removal and temporary
Fire Alarm relocation

Reference is made to Mr. Litchfield's June 17, 1963 letter requesting approval of Price Agreement No. 5 and Supplemental Order for State Force Work No. 4 pertaining to work on subject project.

Price Agreement No. 5 provides for removal of 103 telephone line poles located between stations 489 and 623, by the contractor at an agreed lump sum price of $1,133.00. We note that your June 9, 1961 agreement with the City of Portland provides, under General Provisions paragraph 2, that all privately owned utilities are to be relocated at private company's sole cost. This is interpreted to mean complete removal of conflicting facility. For these reasons, Pacific Northwest Bell Telephone Company had responsibility of removal of poles, including cost. Your transmittal does not provide information relative to State's obligation to assume this responsibility. We understand the necessity for leaving these poles in place as temporary support of the City Fire Alarm system, however we fail to understand the urgency on the part of the telephone company to dispose of their responsibility regarding removal. It would appear that the Utility should have absorbed this cost of pole removal. On the basis of information at hand, we are unable to approve this price agreement for participation. If you are able to provide us with additional information which clearly places this obligation on the State, we will be happy to review it and reconsider possible approval for Federal participation.

NOTED
LLOYD P. SHAW

Original to Young
Copy to Litchfield 8-1-63
ms

We acknowledge your Order No. 4 Supplement for State Force Work as being a revised estimate of work covered under plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter of January 24, 1963. Our approval of this agreement was given October 29, 1962 and approval of plans, estimate and authorization to proceed was given by our memorandum dated February 1, 1963. We now confirm our verbal authorization given May 31, 1963, to proceed with the temporary work covered by your revised estimate. Combined billing, as you propose, of permanent relocation work estimated to cost $1,300 with this temporary relocation cost estimated to be $400 is satisfactory.

The work outlined in this submission certainly points out the advisability of coordinated advanced utility work. Costly conflicts could be eliminated before roadway construction. We recommend that you reconsider your past procedure in light of the many advantages that can be gained by such advanced work.

RECEIVED
JUL 3 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

July 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project U-171(8), W. City Limits - St. Johns Bridge Section
Spokane, Portland & Seattle Railway Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated June 27, 1963, and the above-mentioned utility's letter dated July 3, 1963, as well as the estimate furnished therewith and transmitted with Mr. Litchfield's letter dated July 12, 1963.

Our program memorandum dated October 29, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above mentioned utility effective June 26, 1963 in accordance with our discussion of that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-3 dated August 15, 1955 and supplements thereto.

JUL 1 [illegible] 1963
[illegible]
STATE [illegible]

original to Young
cc Litchfield
7-22-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 22 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

July 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project U-171(8) - West City Limits-St. Johns Bridge Sec
Columbia River Highway
Water Meter Vault - City of Portland

Reference is made to your letter dated July 12, 1963 which requested formal authorization to proceed with adjustment of City of Portland water meter vault left of station 550+70, and approval of a revision in the estimated cost of this adjustment.

From the submitted information and our understanding of the situation we do not approve the revised estimate of $800. The original estimate of $700 appears more than adequate to adjust the existing water meter vault to new roadway construction grade — which is the only obligation to be considered. There is no information to indicate what the additional loadings will be which require structural changes. It is our understanding that this vault is not within the travel way, but is in the sidewalk area only. Also, the access road which this vault lies adjacent to is being relocated and it would seem that loadings would be less.

The moving of vault to a new location outside of roadway limits is of course desirable, but any cost greater than amount to modify existing facility should be borne by the Utility. It is our understanding that the City plans to install a new water meter and it will not fit into the old vault, and this is their primary reason for constructing a new vault which will be larger. The modification due to construction seems coincidental to their relocation and construction of a new vault.

(more)

original copy To Klaboe
cc Morgan
Young
7-22-63

NOTED
LLOYD P. SHAW

In view of the above discussion which questions need for increasing the strength of vault, and also infers a betterment in the new vault over the existing one, we limit our approval to no more than the original estimate of $700.

You are therefore authorized to proceed with this modification in plans of the utility adjustment, but will now be limited to an actual cost amount not to exceed $700.

RECEIVED
JUL 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 16, 1963

08-35.0

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project U-171(8)
W. City Limits-St. Johns Bridge Section
Western Union Telegraph Company Utility Adjustment

Mr. Litchfield's July 2, 1963 letter submitted the above-mentioned utility's letter dated June 18, 1963 as well as the plan and estimate furnished therewith. Authorization to adjust Western Union Telegraph Company facilities located on the northeasterly side of centerline between Stations 629+70 and 635+95 was requested. The plan and estimate are approved and considered to be included in the agreement with the utility which was approved by this office on March 6, 1963.

You were authorized to procede with the actual adjustment of the additional facilities on June 26, 1963 in accordance with our discussion of that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-3 dated August 15, 1955 and supplements thereto.

RECEIVED
JUL 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
c. Litchfield
7-22-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 22 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

171(8)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Water Meter Vault -- Station 550+70
W. City Limits-St. Johns Bridge Section
Columbia River Highway - Multnomah County
Project No. U-171(8)

Dear Sir:

Attached you will find two copies of letters from Mr. P. Norseth, Principal Engineer, City of Portland Bureau of Water Works, and Mr. Jack Hesla, Field Utilities Liaison Engineer in Portland, describing the necessity of the reconstruction of this water vault.

The original estimate allowed $700.00 for the adjustment of the existing water vault, and so the $800.00 for reconstructing a new vault outside of the roadbed area seems reasonable. There will be no betterment since the vault serves the same size pipe as before construction.

This was discussed by the writer with you on July 5, 1963, and verbal authorization to proceed was given as of that date. Your formal approval is now requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

Attachments

cc: L. P. Shaw ✓ (w/attachs.)
L. H. Young "
C. H. Maison "
D. B. Parkes "

RECEIVED
JUL 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
July 3, 1963

SUBJECT: Water Meter Vault
Left of Station 550+70
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract: 6193

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Building
Salem, Oregon

Transmitted herewith is a revised estimate and relocation proposal from the City of Portland Water Bureau, for reconstruction of the water meter vault serving the Linnton Plywood Corporation.

The original estimate for the reconstruction of this vault did not reflect the structural changes the Water Bureau now feels necessary to support the load the highway construction placed on the vault.

As indicated in the accompanying letter, the Water Bureau now feels that the relocation of the vault, outside the proposed roadway limits, is desirable. They feel the cost of constructing the vault, as relocated, is the responsibility of the State Highway Department. The Water Bureau assumes the cost of all piping alterations. I have been assured by Mr. Paul Norseth that the billing from the Water Bureau would reflect only the cost entailed by the vault reconstruction.

Approval of this estimate and relocation is recommended.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH/cp

Enc.

CC: F. B. Klaboe
R. F. Lytle

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
JUL 5 1963
NOTED ☐ ☐ ☐ ☐ ☐

H. KENNETH ANDERSON
CHIEF ENGINEER
100 CITY HALL

FRANK F. FAGUE
OPERATIONS SUPERINTENDENT
1900 N. INTERSTATE AVE.

TED SUDERBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON
COMMISSIONER

June 28, 1963

Fred Klaboe, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

ATTENTION: Jack Hesla
Field Utilities Liaison Engineer

RE : WATER SERVICE TO LINNTON PLYWOOD
AT APPROXIMATE STATION 550+70
COLUMBIA RIVER HIGHWAY, PROJECT U-171(8)

Dear Sir:

Relative to subject service, it has been determined that the existing meter vault is of such construction that it cannot be reconstructed in a manner capable of supporting highway loading without complete removal of existing block masonry walls and replacement of same with suitable reinforcing.

It is of mutual advantage to the Highway Department and the City of Portland to reconstruct said vault east of its present location along the route of the existing service entirely off the proposed roadway. This relocation would entail certain piping alterations by the City to the advantage of the Linnton Plywood Company and the City of Portland which portion of the costs would be borne by the City and the company.

Estimated cost of reconstruction of the vault in its present location is $800.00.

Actual cost of the installation of the vault would be charged the Highway Department whether greater or less than the estimated amount.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer

By: P. Norseth
P. Norseth
Principal Engineer

NOTED
LLOYD P. SHAW

HKA:gr
PN
cc: Ted Suderburg

RECEIVED
JUL 22 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: SP&S Railway Signal Line Adjustment
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)

Dear Sir:

Please refer to our letter of July 2, 1963, pertaining to this subject.

In paragraph 3 we noted that the Spokane, Portland & Seattle Railway Company's signal lines were contacted to the Western Union Company poles and that Mr. H. A. Schell gave verbal authorization to proceed with this work on June 26, 1963.

Attached you will find two copies of the estimate for raising the signal lines along with two copies of the staff attorney's letter setting forth the State's obligation to reimburse the railroad for this work.

Sketch maps attached to our letter of July 2 will apply to this work. Your formal approval is now requested. No money has been set up in the project authorization for work by this company.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

Attachments

cc: L. P. Shaw (w/attachs.)
L. H. Young "
C. H. Maison "
D. B. Parkes "

RECEIVED
JUL 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1045

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY
OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY

COMMUNICATIONS AND SIGNAL DEPARTMENT

PORTLAND 7, OREGON

R. E. BLEVINS
SUPERINTENDENT OF
COMMUNICATIONS AND SIGNALS

D-71h - 240

July 3, 1963

Mr.Jack Hesla
Field Utilities Liaison Engineer
Oregon State Highway Department
5821 N.E.Glisan Street
Portland 12, Oregon

Dear Sir:

Reference is made to Mr.L.I.Lindas' letter of June 27, 1963 file Signal Lines Adjustment, W. City Limits-St. Johns Bridge Section, Columbia River Highway, Multnomah County Project No.U-171(8). As requested in this letter, below is estimate of cost for necessary adjustment of signal lines on six Western Union poles between Stations 629+70 and 635+95:

Material	$ 40.00
Labor and use of equipment	85.00
Total	$ 125.00

In as much as this work consisted only of raising the signal lines on these poles I do not feel that a drawing is necessary.

Very truly yours,

R E Blevins
Supt. Comm. & Signals

CONSTRUCTION DIVISION
RECEIVED
JUL 8 1963
NOTED ☐ ☐ ☐ ☐ ☐
CS ACE ACE

FORM E-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 27, 1963

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 9, Oregon

Attention: Mr. R. E. Blevins

Re: Signal Lines Adjustment
W. City Limits-St. Johns
Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)

Gentlemen:

The above-titled project is now under construction. Certain signal lines owned by your company are in conflict with the construction requirements of the project and must be adjusted. Said signal lines are contacted on 6 poles owned by the Western Union Telegraph Company and are located on the northeasterly side of the centerline between Stations 629+70 and 635+95. These poles are to be replaced in approximately the same location by taller poles. In view of the increased height of the poles, it will be necessary to adjust the signal lines on the new poles.

As this project is considered to be without benefit to the railroad, pursuant to the provisions of the Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto, the cost of making this adjustment is fully reimbursable by the State.

In order that we comply with Federal regulations, it is requested that you submit a drawing and a cost estimate for accomplishing the necessary adjustment of your signal lines. Please mail said drawing and cost estimate to our Field Utilities Liaison Engineer for that area, Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland 13, Oregon. Permission has been given to you by our construction engineer's office to proceed with this work as of June 25, 1963.

Further information concerning construction details may be secured from the project Resident Engineer, Mr. R. F. Lytle, 4315 N. W. St. Helens Road, Portland 10, Oregon.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr

cc: F. D. Morgan
Ted Litchfield (4)
Jack Hesla
R. F. Lytle
E. E. Johnston
G. W. Ross
C. H. Maison
A. E. Johnson

FORM E-123X 50M 3-60

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
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PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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JUL 10 1963
FOR FILING

U-171(8)

693

July 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pole Line Adjustment - AEG Line
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)
Contract No. 6193

Dear Sir:

In the construction of the AEG ramp, on this section it became apparent the crossarms on the Western UniOn poles, which are located on the northeasterly side of centerline between Stations 629+70 and 635+95, will conflict with the rising grade of the ramp. Western Union Telegraph Company was contacted by phone on June 12, 1963, and requested to submit the attached estimate and sketch for the raising of the lines.

This matter was discussed with Mr. H. A. Schell on June 20, 1963, and verbal approval to proceed with Western Union's portion of the work was given as of this date.

Pacific Northwest Bell Telephone Company and Spokane, Portland & Seattle Railway Company signal lines are also contacted on these poles. Enclosed two copies of our Staff Attorney's letter to these companies which describes this conflict and establishes the obligation of the State to reimburse the utilities. Verbal approval for this portion of the work was given by Mr. H. A. Schell on June 26, 1963.

Formal approval and authorization to proceed is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjh
encs.

cc: L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
E. E. Johnston
R. F. Lytle
Jack Hesla

RECEIVED
JUL 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

U-591(8)

6193

June 25, 1963

Spokane, Portland &
Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon

Attention: Bill Garrett

File No. 31699
Sauvie Island Bridge-St. Johns
Bridge Section
Columbia River Highway
S. P. & S. Company Railroad

Gentlemen:

Reference is made to the telephone conversation between you and Mr. Paxson on or about June 11, 1963 in regard to the transaction on the Sauvie Island Bridge-St. Johns Bridge Section of the Columbia River Highway under our file No. 31699. It is agreed that the Construction Agreement of November 1, 1962 does contain the temporary easements, therefore nothing further will be needed in regard to same.

We will accept your written statement that the property described in the deed is no longer encumbered by the lease to Linnton Plywood.

Your letter of May 20, 1963 states that the bargain and sale deed form is being sent to the Railroad Company for execution. If said deed is now signed please forward same to this office and we will bring the transaction to a close.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

NOTED
G. S. PAXSON

EK:jm

cc: G. S. Paxson
Ted Litchfield
S. N. Mayhew
Attn. H. V. Jackson

RECEIVED
JUN 25 1963
FOR FILING

FORM E-[illegible] 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Telephone Pole Removal
-and-
Temporary Fire Alarm Relocation
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)

Dear Sir:

Herewith you will find two copies of a letter from the Pacific Northwest Bell Telephone Company, through Mr. J. M. Cartwright, which transmits to the State a Bill of Sale transferring ownership of 103 poles on this section from the telephone company to the State. This letter explains the situation involving the telephone company, the City of Portland Fire Alarm System, and the Portland General Electric Company.

It is now necessary to move, on a temporary basis, the fire alarm system between Stations 545 and 573 and between Stations 588 and 596. This is necessary to give the contractor an area in which to work not encumbered by a pole line.

The Portland General Electric Company has not removed their existing pole line on the westerly side of the highway as soon as originally expected, although they made it known at the outset of the project that this move would require six or seven months. They were beset with an aroused group of landowners when they attempted to relocate as originally planned (see accompanying map). They had to revise their plans between Stations 532 and 590 and have now arrived at a plan which is satisfactory with the property owners and the State.

The attached map shows the location of the fire alarm system as it originally existed on telephone poles, as it was originally planned to be relocated on Portland General Electric poles (and later abandoned), as it must be temporarily moved from telephone poles to existing Portland General Electric poles, and the final relocation which will occupy the relocated Portland General Electric poles.

Herewith you will find a copy of our Order for State Force Work, which is considered to be an estimate, for the temporary relocation of the fire alarm system. (Final billing will include this temporary work along with the permanent relocation work.) This was discussed by the writer with you on May 31, 1963, and you gave verbal authorization to proceed subject to future review as of that date.

You will also find a copy of a Price Agreement for the removal of the abandoned telephone poles. This was discussed with Mr. H. A. Schell of your office by the writer on June 5, 1963, and authorization to proceed with this work by our contractor was given as of that date.

This seems to be the most expedient way to handle this difficult situation since we cannot expect our contractor to try to work around the telephone poles any longer. Your approval of this temporary line change and removal of the telephone poles is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

Attachments

cc: L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
R. F. Lytle
J. M. Cartwright

RECEIVED
[illegible] 10 1963
[illegible]

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

Portland, November 30, 1962

Mr. J. W. Cartwright
Field Utilities Liaison Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Dear Mr. Cartwright:

Construction of the West City Limits-St. Johns Bridge (Portland) section of the Columbia River Highway requires that our facilities along this route be relocated. Based on proposed contract letting dates for the highway work and in order to clear our facilities ahead of construction, we began our relocation in November, 1960. Since that date the proposed start of highway construction has been revised several times. As of June, 1961, we had completed all of our relocation work with the exception of pole removals.

The removal of these poles cannot be completed until the fire alarm circuits of the City of Portland have been removed.

In conversation with the City Fire Department we are informed that removal of these circuits can be done only after pole line relocation by the Portland General Electric Company.

We are desirous of closing out our project for this work as soon as possible and in view of the above you will find attached a bill of sale transferring ownership and liability in these poles to the State Highway Department. Please return the second copy to us with your acknowledgement.

It is our understanding that the removal of these poles can then be included in the contract for construction of this section of highway.

Involved in this transaction will be 103 poles wholly owned by Pacific Northwest Bell Telephone Company.

Included also in this section are 11 poles owned jointly by Pacific Northwest Bell Telephone Company and the Portland General Electric Company. These poles will be removed by Portland General Electric Company by agreement and are not included in the bill of sale.

Yours very truly,

T. E. Leaf

T. E. Leaf
Plant Engineering Manager

RHB:gb
Attach.

Bill of Sale CE-116

KNOW ALL MEN BY THESE PRESENTS:

That PACIFIC NORTHWEST BELL TELEPHONE COMPANY, a corporation, the first party, in consideration of One——————————00/100 Dollars ($1.00), and other valuable consideration to it paid by Oregon State Highway Department, the second party, receipt of which is hereby acknowledged, has sold, assigned, transferred and conveyed, and does by these presents sell, assign, transfer and convey, in place and in present condition, unto the second party, its ~~heirs~~, ~~executors~~, ~~administrators~~, successors and assigns, that certain property located ~~in~~ near the City of Portland, County of Multnomah, State of Oregon, to wit: 103 poles and 17 anchors as listed below

1 - 35' placed 1923
6 - 35' placed 1940
1 - 35' placed 1947
14 - 40' placed 1917
4 - 40' placed 1936
5 - 40' placed 1941
8 - 40' placed 1943
1 - 40' placed 1947
2 - 40' placed 1952
1 - 40' placed 1959
12 - 45' placed 1917
2 - 45' placed 1921
3 - 45' placed 1923
1 - 45' placed 1925
2 - 45' placed 1926
4 - 45' placed 1927
1 - 45' placed 1928
3 - 45' placed 1929
1 - 45' placed 1931
1 - 45' placed 1932
1 - 45' placed 1935

7 - 45' placed 1941
5 - 45' placed 1943
2 - 45' placed 1944
2 - 45' placed 1946
5 - 45' placed 1950
5 - 45' placed 1952
1 - 45' placed 1957
1 - 50' placed 1917
1 - 50' placed 1926

Portland-St. Helens Toll Lead
on N. W. St. Helens Rd.
Pole 11954 to Pole 11900 (5)
Pole 11820 to Pole 11678 (6)
Pole 11552 to Pole 11410 (3)
Pole 11310 to Pole 11134 (4)
Pole 11030 to Pole 9136 (59)
Pole 9100 to Pole 8704 (16)
Pole 8636 to Pole 8600 (3)
Pole 8516 to Pole 8500 (2)

IN WITNESS WHEREOF, the first party has caused these presents to be executed by its officer or employee thereunto duly authorized this 30 day of NOV., 1962.

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

By R W Grigg
Chief Engineer

Approved as to form:

Approved as to Form
Hart, Rockwood, Davies, Biggs and Strayer
Attorney
By Richard Devlin

RECEIVED
JUN 26 1963
FOR FILING

[illegible]

6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1963

SUBJECT: W. City Limits-St. Johns Br. Section
Contract No. 6193

To:

Mr. L. I. Lindas
Chief Counsel
BUILDING

Copies of January 18 and June 10 letters from F. B. Klaboe and a copy of June 12 Memo to the Files by A. V. Benedict are enclosed for your information.

These letters thoroughly cover a known sanitary sewer problem which is serious. The Memo documents one actual problem already encountered.

It will be noted Mr. Klaboe requests a legal opinion outlining our rights in controlling objectional effluent as encountered during construction. Will you please supply this opinion at your earliest convenience.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp

Attach.

cc Lloyd Shaw ✓
F. B. Klaboe

NOTED
LLOYD P. SHAW

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon

June 12, 1963

CONSTRUCTION DIVISION
RECEIVED
JUN 13 1963
NOTED

SUBJECT: W. City Limits-St. Johns Br. Sec.
Columbia River Highway
Contract: 6193

To: MEMO TO THE FILES

Resident Engineer R. F. Lytle reported by phone the morning of June 11, 1963, that his contractor had cut into a house sewer Rt. of Sta. 547+20, and that the affluent was running out on the ground. He indicated that it would be necessary to make a house connection the same day to avoid holding up the contractor's operation. He said he had contacted the City Plumbing Division and that they had no record of a permit for this house, but that there was nothing unusual about this as this was a very old sewer system inherited from the old City of Linnton. I called Mr. Joe [illegible] of City Design and he confirmed the status of records, but said that he would check further.

I went over the problem on the ground with Lytle, both before and after noon. Lytle suspected a septic tank because of the local marshy condition. He also suspected that further excavation would uncover a similar condition of the Olsen residence, immediately to the north.

While we were there, the owner showed up. He claims he was connected and that either a State or a City crew put dye in his plumbing fixtures and confirmed this. He also showed us a connection under his house which he said was the sewer from the Olsen residence. From the alignment of the pipes, this appeared very reasonable.

The contractor is now working on a trach rack inlet to the storm sewer and on a revision to the sanitary sewer in the immediate area. He will later excavate for and build retaining wall #9032 below both these houses. Restoring of the sewer can wait until excavation for the wall has been completed. If conditions appear the same at that time, the house sewer will be run behind the wall and connected into the new manhole on the sanitary sewer. Meanwhile, the contractor can divert this sewage into the storm sewer with a short flume, if he so desires.

Mr. Niehuser called back to say he could find no record of connections in this area, but that there was no reason to suspect that a legal connection had not been made. When we get ready to make the connection, the City will issue a permit without charge.

I checked with Dale Stumner on return to the office. He did not make the dye test.

A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sb

cc: Mr. F. D. Morgan
Mr. R. F. Lytle

FORM E-30 50M 5-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
JUN 12 1963
NOTED ☐ ☐ ☐ ☐
CE ACE ACE CVE

Portland 13, Oregon
June 10, 1963

SUBJECT: W. City Limits-St. Johns Br. Sec.
Columbia River Highway
Contract; 6193

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem 10, Oregon

ATTENTION: Mr. G. L. Decker

Reference is once more made to the problem created by certain residents in Linnton dumping effluent from septic tanks or cesspools directly onto State Highway Department right of way. We have taken tests of the effluent discharged through the seven (7) known outfall pipes. They indicate that the effluent is definitely septic and constitutes a health hazard. Our own observations are that some of them empty completely untreated sewage directly onto the right of way and that the area is extremely malodorous and unsightly.

During the early stages of this project, this matter was called to your attention and to the attention of the City Engineer's Department. The City made a study of the possibility of connecting these outlets into an existing sanitary sewer system. They concluded that the cost of the work (estimated to be $45,879) would be more than they could assess to the adjoining property, and as far as we know, have dropped all plans for augmenting such a solution.

This information was passed on to your office with a recommendation that we do the planned work without taking any corrective action. You concurred with this recommendation and advised us to proceed in this manner.

Six (6) of the known outfalls are located between Station 559 and 567. One other is known to exist near Station 594. The enclosed map shows the exact location of each of them. We did not purchase any right of way from owners of outfall 1, 2, 3, 4 and 7, and will not find it necessary to touch the pipe. However, we are putting curbs through this section, and the effluent will end up in our new gutter and eventually (we hope) find its way into our new storm system. We did acquire right of way from the owner of outfall 5 and 6 and in each case paid damages (as shown on the sketch) for the revisions that would be required to the drain field. These outfalls will have to be altered to accommodate proposed retaining wall construction. Since they discharge sewage every time any is introduced into the pipe from the house above, the construction of the walls makes it necessary that this flow be stopped. Unless the owners take care of the situation, it is our intention to cut the pipes at the new right of way line and to plug them with a suitable amount of concrete.

When we do this, we will surely get complaints. Furthermore, we are not even sure that the concrete plugs will cure the situation. Probably what will happen is that they will break out at a point higher up in the lines. However, we don't know of any other way to handle the matter.

We would like you to obtain a legal opinion as to our rights to control the objectionable effluent and suggest that the matter be turned over to the Legal Department for opinion.

We have heard that the Mayor has activated the original engineering study performed by the City, but we have no knowledge as to whether he intends to proceed with the installation of a system to control the nuisance, or not.

If appropriate, it might be in order to call in the State Sanitary Engineer for help. However, he has been involved in this problem in the past and apparently has no police powers for the abatement of this nuisance.

If, after consulting with the Legal Department, you believe that our method of procedure is appropriate, we will address a letter to the people affected advising them to make the necessary changes in their system prior to a certain date. If they fail to make the necessary corrections by that date, we will proceed in the manner described above.

A copy of my January 18, 1963 letter is also enclosed.

F B Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosure

cc: Mr. Richard Lytle

FORM E-30 20M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
JA[illegible] 1963
CCS

Portland 13, Oregon
January 18, 1963

SUBJECT: W. City Limits-St. Johns Br. Sec.
Contract: 6193

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem 10, Oregon

ATTENTION: Mr. D. J. Barbee

During the location work on this project, it became evident that there existed a serious sanitary sewage problem. Property owners living southerly of the existing highway between approximate Station 559 to 567 and Station 587 to 596 had septic tank drain fields which emptied into the existing highway ditch. Since we will remove the ditch and construct retaining walls, foot paths or curbs through this area, the situation would appear to be one that should be corrected, if possible, prior to the completion of our construction.

Shortly before we announced our decision to advertize this project, a set of plans was submitted to the City Engineer for his approval. These plans were returned with notations that they were approved subject to the State taking care of the necessary installation to abate the sanitary condition that existed. The State in turn informed the City that the construction of new sanitary sewers was not an obligation of the State Highway Department nor were there any funds available to pay for such construction. The City was further informed that if the abatement of the nuisance by the installation of a sanitary sewer was required of us by the City, we would pull the job and spend the money for construction elsewhere. Upon receiving this word, the City immediately wrote us (under the date of November 8, 1962) a letter canceling the provisional approval granted earlier, and approving the plans as we had originally presented them. Conversation between Mr. Shaw and the City Engineer led to the City undertaking a survey to determine whether or not it was feasible for the City to construct the required sewer and assess the property for the costs thereof. Nowhere in any of the correspondence do I find any committment by the City that they would in fact do the work.

A meeting was held on January 16 in the office of City Engineer Rosenthal between several of our employees and the City employees involved in the survey and design of the proposed facility. The following allegations were presented by Mr. Rosenthal:

Barbee

1. The need for a sanitary sewer system to control the nuisance in the forementioned areas is unquestioned.

2. The only procedure that the City has allowing them to undertake such a program would be through the hearing-council action method.

3. If, after all the ground work had been laid and if the City Council voted to proceed with the project under City Health Department recommendations (undoubtedly against the owners wishes), the maximum charge that could be assessed against the properties affected would be ten cents per square foot. This ten cents per square foot figure has been represented as the legal maximum amount that can be assessed against property in this particular area.

4. The total of assessable square footage involved in the two areas is 199,527 square feet. At ten cents a square foot, this would allow the City to make a total assessment against the properties involved of approximately $20,000.

5. The City's estimate of the installation is $45,879.

6. We have checked this estimate using the City's data and standards for the proposed installation. Our computations indicate that the city has underestimated excavation quantities about 150 cubic yards. We also feel that their unit estimate for excavation is too high. (Please note from the enclosed copies of their estimate that this excavation was estimated at $25.00 per cubic yard). It is our feeling that this figure should be somewhere between $10.00 and $15.00 per cubic yard, but the City stands pat on their estimate, stating that experience with the type of material involved justifies the $25.00. The material is mostly solid rock.

7. If some way were found to finance the amount above what could be assessed against the property, the City Engineering Department would recommend to the City Council that proceedings be started immediately for the installation. However, they are quick to point out that the City Council may not consider the nuisance objectionable enough to override serious remonstrance between affected property owners.

8. Even if an action were started immediately, it would take at least three months before the work would be completed. This would undoubtedly cause serious conflict with our grading contractor (unless he got the City job).

In view of the fact that the City Engineer is unsure concerning the possibility of an assessment against the property owners, and further that the State Highway Department has no funds to contribute to the project, it appears that we are right back where we were a few months before the contract was awarded.

With great reluctance, I must recommend that we proceed with our construction in the area without taking any positive steps to alleviate this condition. After our construction has been completed, it is anticipated that the condition will be intolerable and it may be possible for the State, through legal measures, to enjoin the owners from dumping the effluent onto the State Highway right of way. I am not sure about this final point, and would recommend that the matter be thoroughly investigated by our Legal Division. If such course of action is possible and followed, they will be the ones who will have to prosecute the matter.

I would like to also state that I believe the City Engineering Department has acted in good faith on this matter. They point out that much of the land that would be assessed under an assessment program is vacant land and the assessment of even ten cents per square foot against this vacant land would be confiscatory. They also feel that the City Council would act favorably on their recommendations, but as stated above, cannot make any such guaranty.

After studying the attached sketches, profiles and estimates, please advise whether any further information is necessary and, if not, instruct us how you wish the matter to be handled.

F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures

cc: Mr. Richard Lytle
Mr. Dale Sturmer

RECEIVED
JUN 7 - 1963
FOR FILING
(6)
1193

FORM 8-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 4, 1963

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
West City Limits-St. Johns Bridge Section
Columbia River Highway - Portland

To:
L. I. Lindas
Chief Counsel
OFFICE

As a part of the construction of the above section, it is necessary to install traffic signals at two intersections. Will you please prepare the necessary State-City agreement.

In the way of material to be included in the agreement, I offer the following.

1. The highway involved is the Columbia River Highway, No. 2W, US30, which in this section of Portland is routed over NW St. Helens Road.
2. The intersections involved are those of NW St. Helens Road with the south approach to the St. Johns Bridge and with NW 107th Avenue.
3. It is planned to install fully-actuated traffic signals at these two intersections.
4. The estimated cost of the project is $11,000.
5. The City shall make the installation and in the first instance, pay all costs thereof. Upon completion of the project, and submission of an itemized billing, the State shall pay one-half the actual cost of the installation at the south approach to the St. Johns Bridge and the entire cost of the installation at NW 107th Avenue, with the exception that the City shall furnish the controller and cabinet at the latter intersection. The total cost to the State is estimated to be $6,500.
6. The City shall maintain the signals after installation and pay for all electrical energy consumed.

There will be no plans to include as exhibits in this agreement. If after preparation you will submit the agreements to this office, we will check them and care for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

VJ:pk
cc: Tom Edwards
Lloyd Shaw
H. S. Cox
Adrian Olson

NOTED
TOM EDWARDS

2-3-1

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
May 24, 1963

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract: 6193

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: D. J. Barbee

On March 21, 1963, I forwarded a letter to your office recommending that traffic signals be installed at the intersection of N. W. 107th Avenue and the Columbia River Highway, and at the intersection of the south approach to the St. Johns Bridge with the Columbia River Highway. This letter recommended that we ascertain whether the Bureau of Public Roads would or would not participate in the cost of the signals.

You wrote me on April 23, 1963, stating that the Bureau of Public Roads would not participate and that we should renegotiate with the City on the basis of sharing fifty-fifty on the St. Helens Road signal and that the State assume all the cost except the cabinet and the controller on the 107th Avenue signal.

I have discussed this matter thoroughly with the City, and they will agree to this proposal. Included with this letter are two copies each of a sketch map showing in detail the proposed installation for each location.

Since there is no possibility of the Bureau of Public Road's participation, it is felt that the installation can be cheapest performed by the City using their own forces. They are willing to perform this work and to bill the State for the total cost of the signal at 107th Avenue. They estimate that this cost will amount to $4,000.00. The City's share for the cabinet and controller amounts to $2,000.00. They also estimate that the entire cost of the signal, including cabinet and controller, to be installed at the south approach of the St. Johns Bridge, will be $5,000.00, of which the State's share will amount to $2,500.00. The total cost to the State would therefore be $6,500.00.

less cabinet & controller.

Olson

Review & advise

REFERRED TO

By Construction Engineer

CONSTRUCTION DIVISION

MAY 27 1963

It is recommended that the matter be turned over to the County-City Division and that they execute an agreement along these lines with the City.

In addition to the signal work itself, we recommend that AC traffic markers be constructed in the center of St. Helens Road, as shown on the accompanying drawing. We also recommend that a concrete island be constructed to accommodate the signal pole. The cost of the AC traffic markers is estimated at $1,075.00, using a one dollar a foot unit price. The cost of the concrete island is estimated at $252.00, using a unit price of $42.00 per cubic yard. It is recommended that these two items be added to the existing contract and be performed by a Price Agreement or an Extra Work Order.

If you approve these installations, please advise and we will take care of the traffic markers and island construction on this project.

FB Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK/sb

Enc.

CC: Mr. John Graham
Mr. Richard Lytle

RECEIVED
JUN 7 - 1963
FOR FILING

4/77 (8)

6193

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 4, 1963

Mr. J. R. Kalinoski
Assistant County Engineer
Multnomah County Road Department
2115 S. E. Morrison
Portland 14, Oregon

30

Dear Sir:

Your letter of May 16, 1963, to Mr. Victor D. Wolfe, concerning right of way of the Columbia River Highway in the vicinity of Sauvies Island Bridge and in particular between Stations 405+00 and 475+00 has been referred to this office.

Since this matter is too complicated to be explained by letter, please be informed that someone from this office will contact you personally at the first opportunity and explain both the State's and the County's position in right of way matters of this nature.

Very truly yours,

H. S. Cox
County and City Engineer

by

Robert H. Prange
Robert H. Prange
Field Engineer

RHP:eb

cc: Victor D. Wolfe ✓
James R. Kuhn

RECEIVED
JUN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V.D. WOLFE

FORM E-30X—80M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 20, 1963

SUBJECT: Sauvie Island Bridge-St. Johns
Bridge Section
Columbia River Highway

To:

Mr. H. S. Cox
County & City Relations Engineer
Office

Attached is a letter of May 16, 1963, from J. R. Kalinoski, Assistant County Engineer of Multnomah County, to Victor D. Wolfe which was assigned to W. T. Wright and further referred to this office.

I notice that on May 3 we sent Kalinoski a copy of the survey resolution as our authority to use public ways for construction of a State Highway Project. Evidentally he now desires to have delineated on the attached right-of-way map the limits to which the State intended to exercise this jurisdiction in public ways now under county jurisdiction.

Undoubtedly matters of this nature are discussed and handled in the process of a County-State agreement. The area now in question, being outside the Portland city limits, is not now a part of the present construction. Therefore the right of way has no plans or other information that can be given to Kalinoski.

So that there may be some coordination with the work of the county and to eliminate the dangers of several departments working independently with Kalinoski, I am certain that Mr. Lindas would desire that I refer the matter to your office. If there are any questions of a legal nature for which the writer can be of service, would you please call.

JAMES R. KUHN
Staff Attorney

NOTED
V D WOLFE

JRK:bh
Atts. Letter
Map

cc: Mr. Victor D. Wolfe
Mr. W. T. Wright
Mr. L. I. Lindas

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

May 16, 1963

Mr. Forest Cooper, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
MAY 17 1963
LEGAL & RIGHT OF WAY

ATTN: Mr. Victor D. Wolfe
Administrative Assistant

Dear Sir:

Thank you for your letter of May 8, 1963 and the print of right of way map No. 8B-17-15. Unfortunately, this map does not indicate clearly, as I had requested in my letter of May 7th, the right of way of the Columbia River Highway.

We are especially interested in the location of the Columbia River Highway right of way lines between Stations 405+00 and 475+00. The print of map No. 8B-17-15 is being returned to you upon which we have indicated in color the rights of way of roads and streets which are under the jurisdiction of Multnomah County within the above limitations. These are indicated in accordance with our latest records and to the best of our present knowledge.

In the Oregon State Highway Commission Survey Resolution No. 212, dated April 21, 1960, the right of way lines of this highway may have been altered from their location prior to the date of the Resolution. Additionally, we have been led to believe that the State Highway Department has utilized Section 366.320 (3) of the Oregon Revised Statutes to include within the right of way of this highway streets and roads under the jurisdiction of the County within the right of way of this State Highway. If this has been done, it has obviously transpired without the knowledge of Multnomah County.

[illegible]
5-17-63

Please review the print of the drawing which is being sent under separate cover and have indicated on this drawing, between the above noted limitations, the right of way that was included in Survey Resolution No. 212; and, with some separate means of identification, the right of way which has been assumed through ORS 366.320 and return the print of the drawing to us so that our records may be correspondingly altered and the question of jurisdiction over affected County roads and dedicated streets may be clarified.

Very truly yours,

P. C. NORTHROP
County Engineer

J.R. KALINOSKI
Asst. County Engineer

JRK:ebs

RECEIVED
MAY 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
MAY 16 1963

FOR FILING

U-171(2)

6192

May 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies each of Easement, File No. 35146, dated March 14, 1963 covering drainage structures and Easement, File No. 35146 dated March 14, 1963 covering side slopes. Both easements are relative to the construction of the Garibaldi-Bay City Section, Project No. F-129(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mb

RECEIVED
MAY 9 - 1963
FOR FILING

-171 (7)

6193

May 8, 1963

Mr. J. R. Kalinoski
Assistant County Engineer
County of Multnomah
2115 S. E. Morrison
Portland 14, Oregon

Dear Mr. Kalinoski:

In compliance with your request of May 7 enclosed is a copy of Resolution No. 212, survey approval, Sauvie Island Bridge-St. Johns Bridge Section of the Columbia River Highway in Multnomah County.

We are also transmitting this date, under separate cover, a print of right of way map No. 8B-17-15.

With best wishes,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb
Encl.

cc Forrest Cooper

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

1854

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

May 7, 1963

Mr. Victor Wolfe, Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

At the Oregon State Highway Commission meeting dated, April 21, 1960, a Resolution was adopted approving surveys for the Pacific Highway East in Clackamas County and for the Sauvie Island Bridge, St. John's Bridge Section of the Columbia River Highway in Multnomah County. This Resolution is noted as your file No. 212.

We are interested in this Resolution and the adopted survey referring to the above noted section of the Columbia River Highway in Multnomah County. Apparently, some public road right of way under the jurisdiction of Multnomah County was included in this survey, or has been since included in the right of way of this section of the Columbia River Highway by some action of the Highway Department under the authority vested in the Department through ORS 366.320 (3).

Your right of way map #8B-17-15, dated April, 1960 evidently shows the amount of land included in the right of way for this section of the Columbia River Highway. For our records, we would like to request that a print of this map be forwarded to us, indicating clearly the right of way lines of this section of this highway. The purpose of this request is obviously to clarify the status of the jurisdictional authority which Multnomah County has over public highways and roads adjacent to this State Highway.

We shall appreciate your consideration of this request.

Very truly yours,

P.C. NORTHROP, County Engineer

J.R. KALINOSKI, Asst. County Engineer

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

JRK:ebs

RECEIVED
MAY 14 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

U-171 (8)

6/13 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1963

City of Portland
Water Engineers
Room 100, City Hall
Portland 4, Oregon

ATTENTION: Mr. H. K. Anderson

Re: Water Service Relocation
City of Portland
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)

Gentlemen:

Your estimate and sketch map for the adjustment of an 8-inch water service, left of Station 579+26 on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of April 17, 1963.

At least three days prior to beginning work please contact Mr. Richard Lytle, Resident Engineer for this project, 4315 N.W. St. Helens Road, Portland 10, Phone BE. 5-8911, Extension 78, so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to April 17, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjh
cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
Richard Lytle
J. M. Cartwright

RECEIVED
MAY 10 1963

FORM E-30 90M 11-61 40230

FOR FILING

4-171 (8)
6193

[illegible] please handle

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1963

SUBJECT: File No. 34754
West City Limits-St. Johns Bridge Section
Lower Columbia River Highway
Multnomah County
Northern Pacific Railway Company

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith is fully executed duplicate original of a Supplement to Easement with Northern Pacific Railway Company, file number 34754.

Please forward the executed original of the Supplement to Easement to Mr. Saling's office for processing and recording. A copy of said document is also attached hereto so that you may retain the same in your office while the original is being recorded.

J. N. Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encls.

cc: R. L. Porter
Ivan Merchant
F.D. Morgan
I. A. DeFrance
Fred Klaboe
J. W. Nash
C. H. Maison
Earl F. Saling

NOTED
FLOYD QUERY

RECEIVED
JUN 14 1963

FOR FILING

4:171 (2)

6193

Salem, Oregon
April 30, 1963

Agenda Item 1-c

File 32488 — RW 23856
Sauvie Island Bridge-St. Johns Br. Sec.
Columbia River Highway
Bonneville Power Administration

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached are two copies of an Agreement with the Bonneville Power Administration covering access and frontage road on Sauvie Island Bridge-St. Johns Bridge Section of Columbia River Highway, Multnomah County. These copies have been executed by the State Highway Commission and are now ready for execution by the Bonneville Power Administration.

A conformed copy of the above agreement has been retained in this office pending receipt of a fully signed copy.

Secretary

rn
Attach: 2

FORM E-30 50M 8-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1963

AGENDA
APR 25 1963
1C

SUBJECT:

File 32488
Sauvie Island Bridge-
St. Johns Bridge Section
Columbia River Highway
Bonneville Power Administration

To:

Mr. Floyd Query, Secretary
State Highway Commission
BUILDING

ITEM FOR THE AGENDA
4/25/63 meeting

1 copy in Signed

Attached in triplicate is a proposed Agreement between Bonneville Power Administrator and the State Highway Commission for accesses and frontage road on the Sauvie Island Bridge-St. Johns Bridge Section of the Columbia River Highway. Bonneville has requested this agreement and approved the same as to form. We need the signatures of the Highway Commissioners in order to submit the form in duplicate to Bonneville for their formal approval. After this Agreement is signed by the Commission, Bonneville has consented to give the State an easement for the frontage road at no cost.

If the Commission approves and executes this proposed Agreement, please return two fully signed copies to this office for further processing.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

EFS:ls
Attach: Agreement in
triplicate

Ⓐ
2 COPIES TO
BE SIGNED
(by Commission)

NOTED
FLOYD QUERY

R.E.

RECEIVED
MAY 7 - 1963
FOR FILING

U-171(8)

/13

477 Cottage Street, N. E.
Salem, Oregon

April 30, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-0

By: G. R. Brooks
District Engineer

Oregon Project U-171(8)
W. City Limits - St. Johns Bridge Section
City of Portland Water System Utility Adjustment

Our memorandum of February 6, 1963 approved the plans and estimate for the subject adjustment and authorized you to proceed with the actual utility adjustment effective that date.

Mr. Young's April 18, 1963 letter submitted the estimate and sketch for a water line relocation which had been overlooked by the City in the original estimate. This is an 8-inch line to the General Petroleum Corporation, left of Station 579+28.

We hereby approve the estimate and sketch for the additional relocation. You are now authorized to proceed with the actual adjustment for this relocation effective April 17, 1963 when our area engineer reviewed the work. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original to Young
5-7-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 - 1963

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 25, 1963

SUBJECT: W. City Limits-St. Johns Br. Section
Columbia River Highway
Contract No. 6193

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Your April 22 letter proposed a change in plans in which the shoulder area between Stations 474 and 488 on the left would not be excavated to make room for new surfacing rock, but would be left in place, shaped and paved. By this plan, the Northwest Natural Gas Company's 16-inch gas line would remain undisturbed through this section.

Under the circumstances we believe this change is warranted and should be carried out. Approval has also been received from Mr. H. A. Schell of the Bureau of Public Roads.

It is noted the logs submitted with Dan Gano's report show the depth of existing AC to vary from 3 inches to 8 inches. This indicates the underlying rock and gravels are of doubtful support for 3-1/2 inches of AC when subjected to full traffic. In the event an overlay of existing shoulder material is contemplated under a future travel lane, particular care should be taken to determine the plasticity of the material before a decision is made to leave it in place.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

GLD:fp
cc Lloyd Shaw
Richard Lytle
F. W. Yarbrough
Dan Gano

RECEIVED
APR 2 C 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1963
FOR FILING
U 171 (8)
6193

April 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your information are copies of Order for State Force Work No. 7, Account No. 910 covering drilling of slopes to determine depth of rock on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193 in connection with Federal-Aid Project No. U-171(8).

This work is necessary to determine the depth of rock in order to establish the slope design. It has been approved by the BPR District and Area Engineers as an engineering function and informational copies of the order requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:mmb
Enc.

NOTE: The bus zone proposal was presented with a stairway up the slope but without the shelter structure.

RECEIVED
APR 24 1963
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

April 19, 1963

District Engineer
U. S. ARMY ENGINEER DISTRICT
628 Pittock Block
Portland 5, Oregon

Re: W. City Limits-St. Johns Bridge Sec.
Your File NPPRE-MD

Dear Sir:

This is to advise that our Resident Engineer, Mr. Lytle, and I called on Mr. Sandwick and Mr. Siday at the Government Moorings near Linnton yesterday. I presented our plan for widening the shoulders to permit a bus stop at the old "Gasco" station as an alternate to the bus stop planned near the northerly boundary of the moorage property. If approved by the City, this substitution will be reflected in revised plan sheets which will be submitted for your approval.

Also under discussion was the matter of excess fencing in the area outside the new storage yard limits. We have found the conditions imposed by Mr. Sandwick's letter of March 18, 1963, directed to the attention of Mr. Lytle, impossible to comply with. Based on his experience in salvaging and reinstalling part of this fence, our contractor quotes a price for salvaging which is within three (3) cents of the price of new material (11 ga.). We too are dealing with public money and cannot justify any such expenditure for material which will inevitably become scrap. Since this fence has little value except standing in its present position, I request that you establish a price at which we could buy the fence. It would then be torn out as part of the clearing and grubbing and would probably be buried in the fill. Reinstalling around the new storage yard will be completed as planned.

Arrangements have been made with the City Water Department to take care of the two water lines mentioned in the second paragraph of your letter. The City plans to move the water vault out from under the pavement, leaving very little additional length to the railroad right of way line. This they will relay and place in conduit under the AEC line.

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

NOTED
LLOYD P. SHAW

By A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

CC: L. P. Shaw
F. D. Morgan
Walter T. Wright
R. F. Lytle

RECEIVED
APR 19 1963
FOR FILING

U-171(8)

6193

April 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

W. City Limits-St. Johns Br.
Columbia River Highway
Multnomah County
Project No. U-171(8)

Dear Sir:

Herewith are two copies each of the estimate and sketch covering the relocation of a City of Portland 8" water service to the General Petroleum Corporation. This service was overlooked by the City and not included in the original estimate for adjustments on the subject project.

The agreement between the State and City of Portland was approved in your letter dated February 6, 1963. Your approval of the additional work, with inclusion in the City's estimate of cost and authorization for work are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
APR 24 1963

FOR FILING

ORIGINAL

STATE OF OREGON
ATTENTION: FORREST COOPER
STATE HIGHWAY ENGINEER
HIGHWAY DEPARTMENT
SALEM 10, OREGON

1177(7)

619

BILL NO. ____ QUOTE WHEN REMITTING

MONTH'S ACCOUNT APRIL 1963

WEST. DIST. ACCTS. DEPT. NO. B-3744

DATE MADE April 12, 1963

TO **NORTHERN PACIFIC RAILWAY COMPANY, DR.**

REMIT TO H. S. LATHAM, TREAS., ST. PAUL, MINN.

~~For costs incurred~~ by Northern Pacific Railway forces for engineering charges in connection with easement in connection with the construction of Lower Columbia River Highway and relocated service road between Claremont and Linnton, Oregon, as covered by Easement R.W. 6520 (W-14831) dated Oct. 29, 1962.

1961				
Engineering Dept.				
July 1961 - Draftsman	11/20 mo.@	550.00 mo.	302.50	
Aug. " "	½/23 "	550.00 "	11.96	
" " "	½/23 "	629.00 "	27.35	
Vacation 4.62%		341.81	15.79	
R. R. Retire 8½%		357.60	30.40	388.00
1962				
Engineering Dept.				
March 1962 - Draftsman	¼/22 mo.@	629.00 mo.	7.15	
July " "	½/21 "	495.00 "	11.79	
Vacation 4.75%		18.94	.90	
R. R. Retire		19.84	1.69	21.53
1963				
Engineering Dept.				
Jan. 1963-Princ. Asst. Engineer			14.70	
" " Draftsman	1½/22 mo.@	568.00 mo.	38.73	
Vacation 4.77%		53.43	2.55	
R. R. Retire 8½%		55.98	4.76	60.74
AMOUNT OF THIS BILL				$470.27

I hereby certify under penalty of perjury that the items listed hereon are proper charges for materials, merchandise or services furnished to the State of Oregon.

M. J. Galbraith
District Accountant

Original (4 copies)
to Mason 4-23-63

Contract
0193

RECEIVED
APR 1 2 1963

FOR FILING

U-171(8)

[illegible]

477 Cottage Street, N. E.
Salem, Oregon

April 9, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

By:
G. R. Brooks
District Engineer

Oregon Project U-171(8), W. City Limits - St. Johns Br. Section
Portland General Electric Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

As we understand the adjustment, you propose to pay for purchase and removal of the depreciated facility (Portland General Electric power lines now obstructing construction) in lieu of moving the existing poles which are eligible for reimbursement. The submitted cost estimate of $1350.36 on this basis is considerably less than the original relocation P. S. & E. estimate which was $2200. Your Staff Attorney's letters of September 12 and 18, 1962 do not outline the above procedure. However, the request as outlined in Mr. Young's letter of March 24, 1963 with accompanying date appear to be sufficient basis for agreement approval and authorizing the work. Mr. Cartwright's memorandum indicates that you have verified the Portland General Electric estimate submitted and it is correct and eligible for reimbursement. Reimbursement on an agreed lump sum basis of $1350.36 is approved.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
APR 1 0 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
4-12-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 9 - 1963
FOR FILING

U 171(8)

6193

April 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3-Supplemental covering additional temporary signing on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal-Aid Project No. U-171(8).

This supplemental order is for additional construction zone signing to provide traffic direction and control. No specific construction speed is designated because a definite speed at one time and place would be entirely unreasonable at an adjoining location or time.

This type signing was verbally recommended for approval by the B.P.R. Area Engineer, March 28, 1963. Your approval of the order as of that date is requested.

Copy of C. H. Baker's memo to files in explanation was previously sent to the B.P.R., with copies of proposed plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CT:cr

RECEIVED
APR 10 1963

FOR FILING

[illegible]

6M13

FORM E-30X—50M—10-62 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1963

SUBJECT: Construction Signing
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract No. 6193

To:

MEMO TO THE FILES

An Extra Work Order in the amount of $1,330 has been submitted by the Metropolitan Engineer for the purpose of erecting and maintaining construction speed zone signs. A sketch was included with the Extra Work Order.

The basic idea of the plan is to erect signs at about one-mile intervals with a legend showing that construction is in progress and that caution should be exercised while using this route. No specific construction speed is designated due to the fact that the job is such that a speed which is reasonable at one time and place is entirely unreasonable at an adjoining location or within a short period of time. Reasonable speeds could vary all the way from 5 mph to 45 or 50 mph.

This was discussed with Mr. Schell of the Bureau of Public Roads who concurred in the plan as proposed. This was also discussed with Mr. Val Johnson of our Traffic Division who suggested several changes, including the retention of the 20 mph speed zone through Linnton and use of small portable speed signs throughout the work areas.

It is recommended that the plan be modified to the following extent: (1) The "Construction Next ____ Miles" sign be separated from the "Slow" sign and that a standard 48-inch black on yellow "Slow" sign be mounted on the same post. (2) The "Basic Speed 55 MPH" sign be replaced with an "End Construction Speed" sign; and (3) the 20 MPH speed zone through Linnton be retained until the existing signs are removed in the normal course of construction. This would be when the contractor "opens up" the narrow street through Linnton as part of his clearing operation.

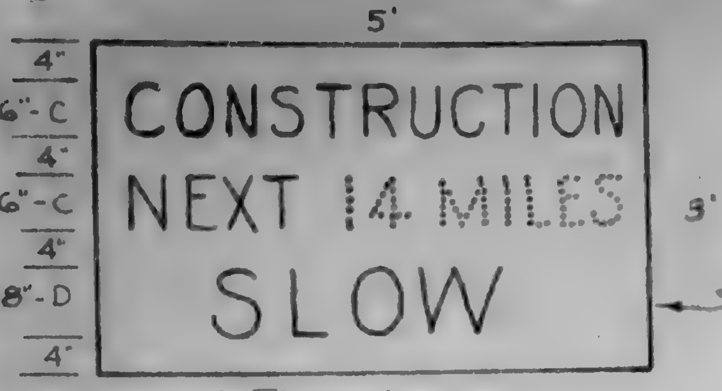
No legal complications would be involved in the removal of any existing speed signs, and it is expected that the whole area will be restudied by the Speed Control Board when the job is completed.

C H Baker

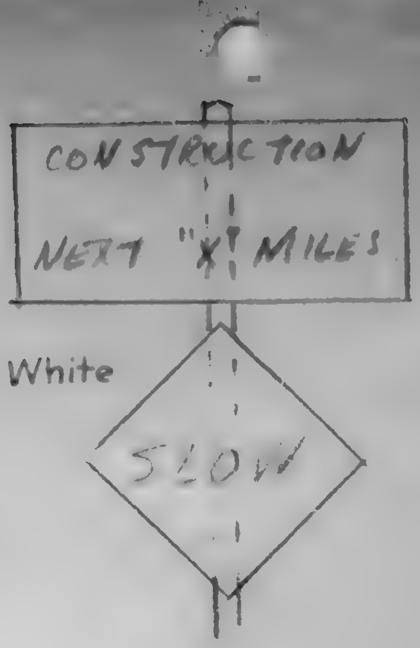
C. H. Baker
Ass't. Field Construction Engineer

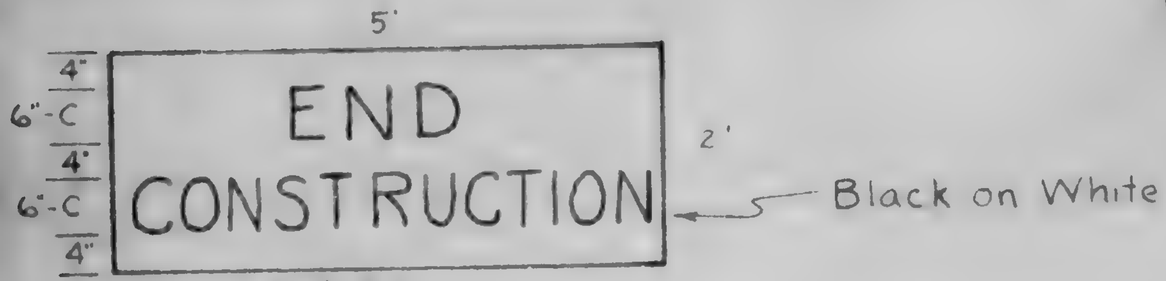
CHB:fp
cc A. W. Parsons
d Lloyd Shaw ✓
L. H. Young
F. B. Crandall
F. B. Klabee

PROPOS
WEST CITY L
COLUMBIA
F.B. Klaboe, Metro
No

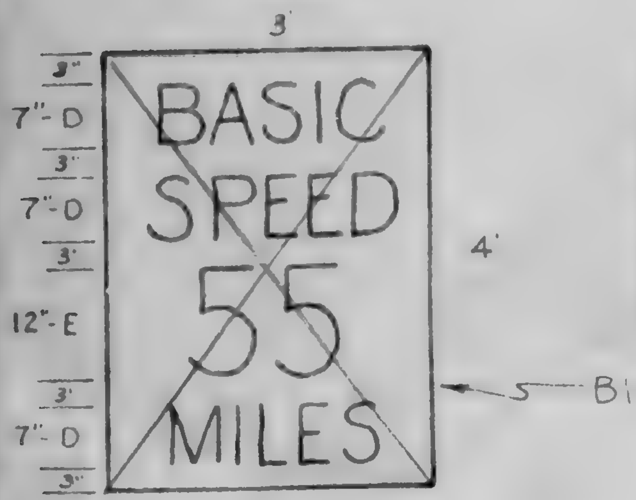


1 Thru 4
1A Thru 4A





5 & 5A



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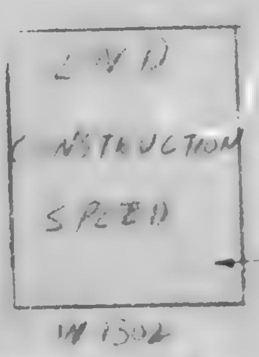
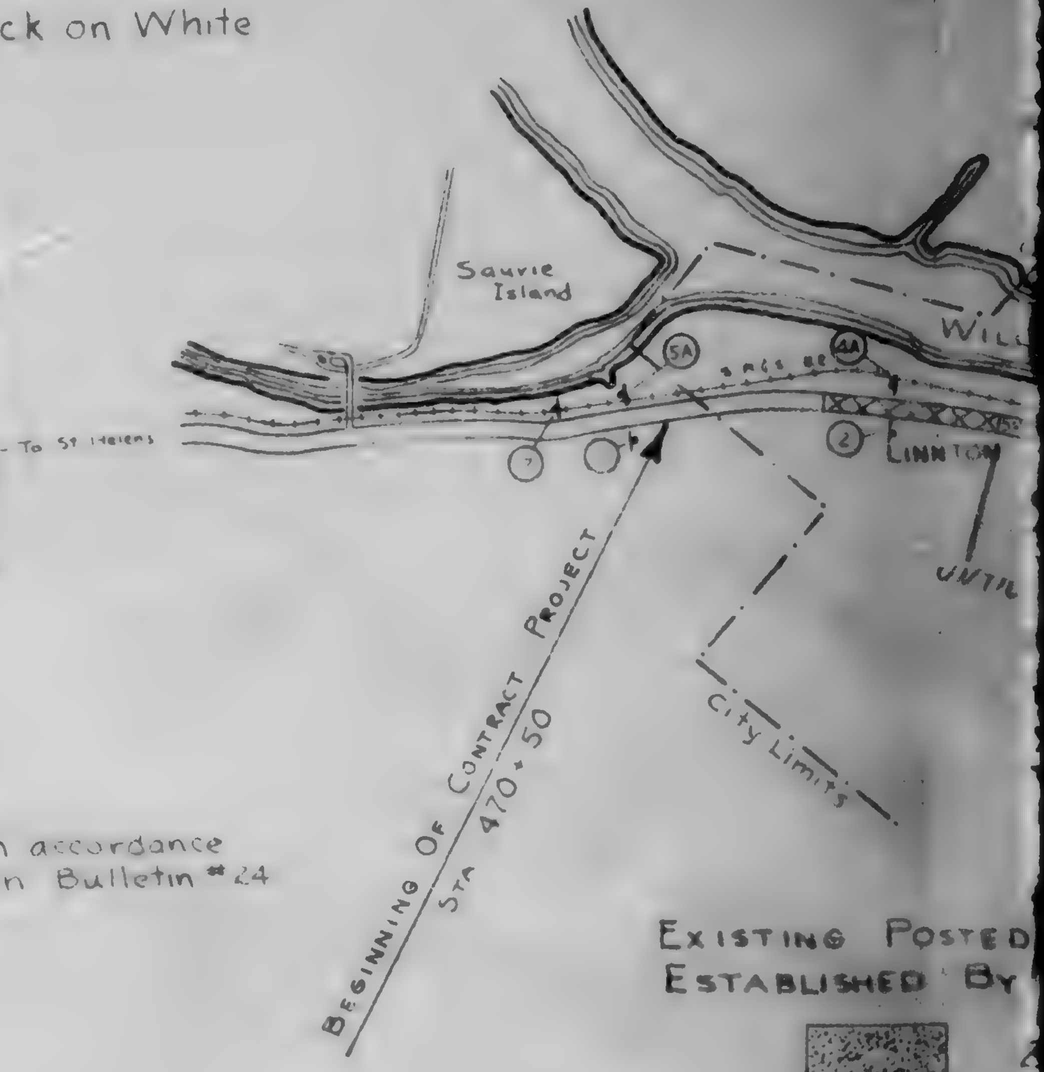




Note:
All Signs to be constructed & erected in accordance with requirements of O.S.H.D Tech Bulletin #24

EXISTING POSTED
ESTABLISHED BY

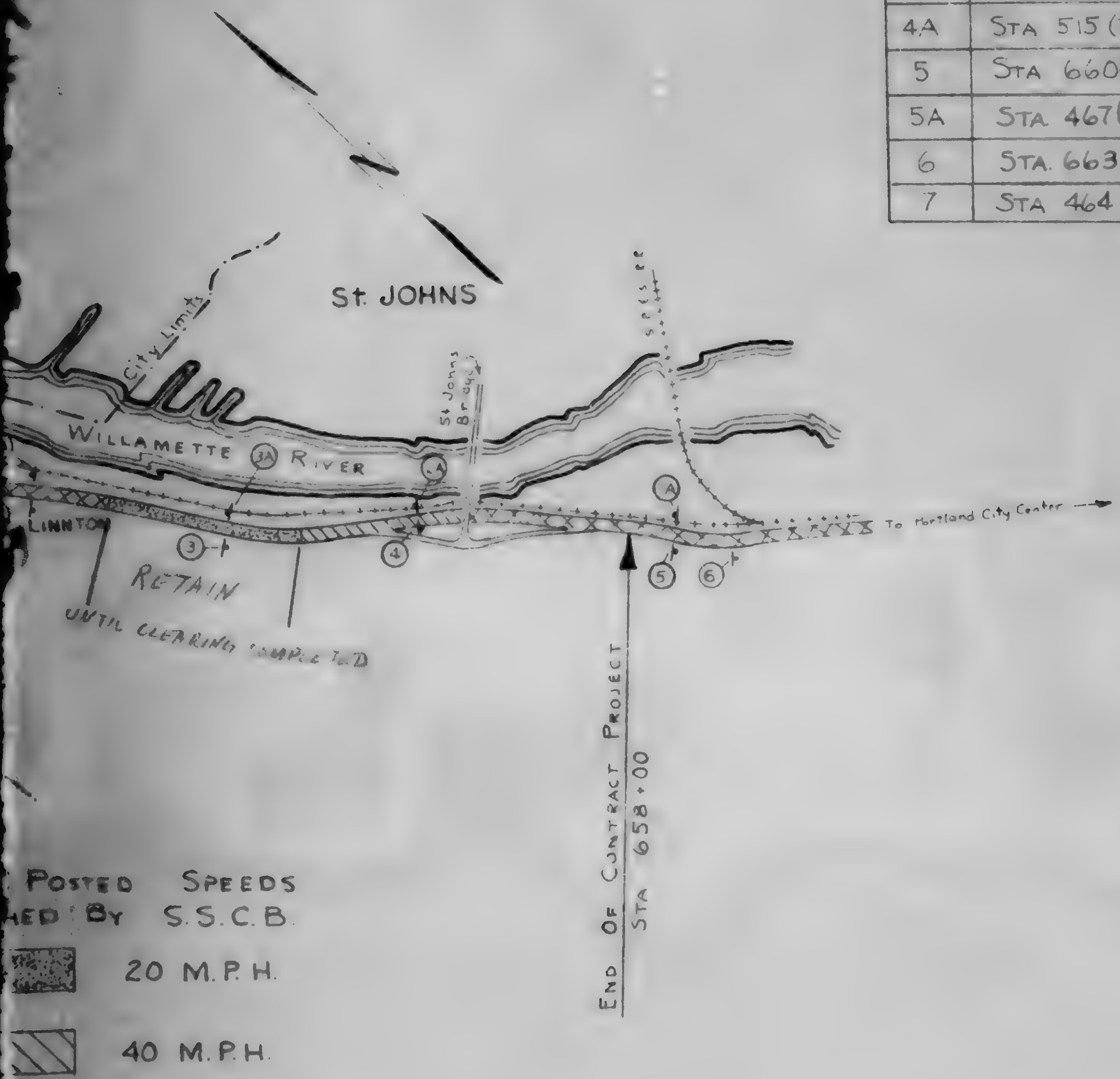
▒

▨

▩

ROPOSED SIGNING
TY LIMITS - ST. JOHNS BRIDGE
UMBIA RIVER HIGHWAY
, Metra Engr. March 26, 1963
No Scale

SIGN NO.	LOCATION	LEGEND
1	STA. 467 (± 2 STA.)	4 MILES
1A	STA. 660 (± 2 STA.)	4 MILES
2	STA. 515 (± 5 STA.)	3 MILES
2A	STA. 612 (± 5 STA.)	3 MILES
3	STA. 563 (± 5 STA.)	2 MILES
3A	STA. 563 (± 5 STA.)	2 MILES
4	STA 612 (± 5 STA.)	1 MILE
4A	STA 515 (± 5 STA.)	1 MILE
5	STA 660 (± 2 STA.)	
5A	STA 467 (± 2 STA.)	
6	STA. 663 (± 2 STA.)	R - 200 - 36 (45 MILES)
7	STA 464 (± 2 STA.)	



POSTED SPEEDS
HED BY S.S.C.B.

▩ 20 M.P.H.

▨ 40 M.P.H.

▦ 45 M.P.H.

RECEIVED
MAR 29 1963
FOR FILING
FORM E-30 5UM 6-61 36681

11171 (1)

6193

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
[illegible] 26, 1963

SUBJECT: W. City Limits-St. Johns Bridge Section
Columbia River Highway
Contract: 6193

To: [illegible]
[illegible]
State Highway Building
Salem, Oregon

Attention: Don Stoudenmeyer

On Friday, March 22, 1963, I called Carl Wendt, City Traffic Coordinator, to ask if he thought there would be any complaints or organised objection to moving the Bus Stop facilities from the northerly boundary of the Army Engineers Moorage property, Sta. 627 to a point south of the former "Gasco" station and the southerly boundary of Army property, Sta. 637. He said he would have Rose City Transit Company run a check on their passenger pickups at these locations and call us back.

On Monday, March 25th, Mr. [illegible] of the Rose City Transit Company called and said they would be very happy to have their old "Gasco" stop back, and said he foresaw no probability of complaint because of the substitution. Their passenger business is very light at either point and practically non-existant at the point shown on the plans.

He also said his company took a dim view of shelters unless someone else maintained them. If the Army Engineer wanted to build and maintain a shelter, they had no objection.

A V Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

CC: Richard F. Lytle
c to L. Shaw
3-27-63

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION

RECEIVED
MAR 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1963
FOR FILING

[illegible]
6193

File # 34754

Salem, Oregon
March 18, 1963

Agenda Item 4-g

Mr. Forrest Cooper
State Highway Engineer
Office

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Attached are two copies of a supplemental agreement with the Northern Pacific Railway Company, covering easements on the west Portland City Limits-St. Johns Bridge Section of the Lower Columbia River Highway. These copies have been executed by the State Highway Commission and are now ready for execution by the Railway Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

cc - J.N. Hershberger

RECEIVED
MAR 21 1963
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

4-71-57

6193

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

March 15, 1963

LORD BROS. CONTRACTORS, INC.
LORD BROS. CONTRACTORS
9233 N. Calvert Street
Portland 17, Oregon

Re: W. City Limits-St. Johns Bridge Section
Contract: 6193

Attention: Mr. Pat O'Callaghan

Gentlemen:

Your letter of February 19, 1963, protesting our interpretation of the language of the specifications with respect to filling and backfill material for the bin-type retaining wall has been received and referred to our Legal Department.

The entire matter has been carefully reviewed by our attorneys and they fully concur in our position as stated in my letter to you of February 4, 1963. This is that the backfill is to be furnished by the contractor and that the cost thereof is included in the lump sum bid for the wall. Since this job has an excess of material, there will be no objection to you using material from within the project limits, if suitable material is encountered. This is of course subject to requirements for culverts and other structures as enumerated in the last paragraph on page 5 of the Special Provisions.

Since you state that you expect to claim extra compensation for parts of this work, we will continue to keep costs.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

By A. V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

D
P. SHAW

AVB/cp

CC: Alan Johansen
Frank D. Morgan
Richard F. Lytle

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
MAR 18 1963
NOTED ☐ CE ☑ WCE ☐ ACE ☐ ☑ CCE

RECEIVED
MAR 8 - 1963

FOR FILING

11 17 10

6193

March 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering grouted riprap headwalls at culvert pipe on the W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal-Aid Project No. U-171(8).

This work is necessary to prevent erosion under the culvert pipe. The soil is pervious.

This work was verbally approved by the BPR District and Area Engineers. Work was started February 28, 1963, as an emergency measure. Your approval to include that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAR 11 1963

FOR FILING
U 171 (8)

6143

477 Cottage Street, N. E.
Salem, Oregon

March 6, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: D. R. Lovejoy
Acting District Engineer

Oregon Project U-171(8), W. City Limits - St. Johns Bridge Section
Western Union Telegraph Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letters dated October 31 and November 1, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated January 21, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated January 28, 1963. Mr. Litchfield's letter dated February 15, 1963 answered the questions raised in our January 30, 1963 memorandum.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-3 dated August 15, 1955 and supplements thereto.

RECEIVED
MAR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
3-11-63

RECEIVED
MAR 4 - 1963

FOR FILING

U-171(8)

6193

March 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering temporary signing on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal-Aid Project No. U-171(8).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This is an anticipated item of the contract and funds are included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 1 1963
FOR FILING

11-171 (8)

6193

February 28, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the March 14 Commission meeting will appear the matter of approving a supplemental railroad agreement with the Northern Pacific Railway Company, covering easements on the West Portland City Limits-St. Johns Bridge Section of the Lower Columbia River Highway. This supplement is necessary to correct minor descriptive errors that were contained in the original agreement dated October 29, 1962.

This is a housekeeping procedure and we recommend that it have your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. I. Lindas
F. D. Morgan

RLP:ms bbc

RECEIVED
FEB 27 1963

FOR FILING

U 171 (8)

6193

February 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering extra rock for retaining wall foundation on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal-Aid Project No. U-171(8).

Foundation material at plan level for the retaining wall between Stations 564+75 and 568+65 is a water bearing sand. In order to provide a firm foundation for the wall it is necessary to remove the sandy material to the rock strata and replace it with rock.

This work was checked with and verbally recommended for approval by the BPR Area Engineer, February 13, 1963. Your approval as of that date is requested. Due to the emergency nature of the work it was started February 18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
FEB 18 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

1173 —

February 14, 1963

City of Portland
Bureau of Water Works
Room 209, City Hall
Portland 4, Oregon

ATTENTION: Mr. H. K. Anderson

Re: Water Line Adjustment
W. City Limits-St. Johns Br. Section
Columbia River Highway
Multnomah County
Project No. U-171(8)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of February 6, 1963.

Your attention is called to the following minor discrepancies in the estimate as submitted:

(1) At Station 592 a 2-inch galvanized steel pipe is shown replacing an existing 1-1/4" pipe.

(2) The service to the house at 10713 N.W. St. Helens Road (Station 544+50) is listed twice in your estimate.

(3) No cost is shown on the estimate for the probable hydrant setback at Station 654+10.

Your final billing must show justification for the increased pipe size at Station 592 and must show corrections for the other discrepancies listed above.

Prior to beginning work you are requested to contact Mr. R. F. Lytle, Resident Engineer for this project, 4315 N. W. St. Helens Road, Portland 10, Phone BE. 5-8911, Ext. 78, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

NOTED
LLOYD P. SHAW

Reimbursement for work performed subsequent to February 6, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Lithhfield
Utilities Liaison Engineer

TWL:bjh

cc: Lloyd P. Shaw ✓
L. H. Young
C. H. Maison
A. W. Parsons
F. B. Klaboe
R. F. Lytle
E. E. Johnston
J. M. Cartwright

NOTED
LLOYD P. SHAW

RECEIVED
FEB 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

U 171 (8)

6133

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 14, 1963

City of Portland
Bureau of Fire Alarm Division
915 N. E. 21st Avenue
Portland 18, Oregon

ATTENTION: Mr. C. S. Mulanax

Re: Fire Alarm Adjustments
W. City Limits-St. Johns Bridge Section
Columbia River Highway - Multnomah County
Project No. U-171(8)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of February 1, 1963.

If extra work is required to install temporary wires through the right of way before new poles are set, a revised estimate must be submitted for our approval if reimbursement for this work is desired.

Prior to beginning work you are requested to contact Mr. R. F. Lytle, Resident Engineer for this project, 4315 N.W. St. Helens Road, Portland 10, Phone BE. 5-8911, Ext. 78, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to February 1, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer
By
T. W. Litchfield
Utilities Liaison Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

NOTED
LLOYD P. SHAW

RECEIVED
FEB 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjh
cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
R. F. Lytle
E. E. Johnston
J. M. Cartwright

NORTHERN PACIFIC RAILWAY COMPANY

NORTHERN PACIFIC RAILWAY

Route of the Vista-Dome NORTH COAST LIMITED

February 12, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Your: West City Limits -
St. Johns Bridge Section
Lower Columbia River Highway
Multnomah County

ATTENTION: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Referring to previous correspondence concerning Easement R. W. 6520 (W-14831) dated October 29, 1962 from our Company to the State, covering encroachments on our right of way in connection with the above project.

Our Engineering Department has advised this office as follows:

> "In comparing the Exhibit "A", attached, to the above mentioned easement with the construction agreement, an apparent omission of a temporary construction easement area was noted: That is, the construction agreement referred to a temporary construction easement between Railway Stations 321+40 and 322+10, whereas exhibit attached to the easement shows no such location. In reviewing this matter in this office an error in Railway Company's stationing was found on the prints furnished by the State of Oregon from which the easement Exhibit "A" was made. The temporary construction easement, shown on the easement sketch at Station 331+72 (MP 6+1492) is in error as to stationing, and the Exhibit "A" sketch has now been corrected to show that easement as beginning at Station 321+40 (MP 6+460), which agrees with the construction agreement."

We have, therefore, prepared and enclose duplicate originals of a form of supplement to the above easement to substitute a revised Exhibit "A" with the proper correction. Also, we have deleted reference to subdivisions and government lots as shown on the original exhibit since our records do not show specific detail to verify the accuracy of the various donation claims and lot numbering. As now written, the descriptions follow those furnished originally by you to Mr.May of the S. P. & S. Railway Company.

If satisfactory, please execute the attached agreement and return to me for handling with our people.

Yours very truly,

M. H. NIXON
Western Manager
Industrial Development

R D Larson
By: R. D. LARSON
Assistant Industrial Agent

RDL:glm

Attachments

RECEIVED
FEB 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1963

FOR FILING
U-171 (8)
6193

477 Cottage Street, N. E.
Salem, Oregon

February 8, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.2-0

By: G. R. Brooks
District Engineer

Oregon Project U-171(8), W. City Limits - St. Johns Bridge Section, Pacific Power and Light Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated September 13, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated September 21, 1962, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated January 4, 1963. Reimbursement on an agreed lump sum basis of $1,024.16 is approved. Mr. Litchfield's January 29, 1963 letter clarified the points questioned in our January 10, 1963 memorandum.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on January 4, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
copy To Lindes
2-13-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 11 1963
FOR FILING

6193

477 Cottage Street, N. E.
Salem, Oregon

February 6, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

08-35.2-0

Oregon Project U-171(8), W. City Limits - St. Johns Br. Section
City of Portland Water System Utility Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated June 9, 1961 covering utility adjustments and traffic control measures was approved by this office on October 29, 1962. We now approve your Staff Attorney's September 13, 1962 letter and the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter dated January 28, 1963 subject to the following minor considerations.

1. At Sta. 592 - 2" galvanized steel pipe that replaces one shown as an existing 1 1/4" pipe.
2. Service to House #10713 (Sta. 544+50) is listed twice in the city's estimate.
3. No cost is indicated in the estimate for the probable hydrant set back @ Sta. 654+10.

Verbal approval for the city to proceed was given to Mr. Al Rear, Assistant Metropolitan Engineer in a phone conversation on this date.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Attachments

NOTED
LLOYD P. SHAW

RECEIVED
FEB 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
copy To Gifford
2-11-63

RECEIVED
FEB 4 = 1963

FOR FILING

6192

477 Cottage Street, N. E.
Salem, Oregon

February 1, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project U-171(8), West City Limits - St. Johns Bridge Section
City of Portland Fire Alarm System Utility Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated June 9, 1961 covering utility adjustments and traffic control measures was approved by this office on October 29, 1962. We now approve your Staff Attorney's September 13, 1962 letter and plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter dated January 24, 1963 subject to the following provisions. If extra work, as mentioned in the last paragraph of the City's letter, is required to install temporary wires to clear the right of way before new poles are set, a revised estimate should be submitted for our approval, if possible Federal Aid participation is desired.

It would be desirable if, in the future, a more itemized estimate of costs is submitted with the documents for utility adjustments. After a review of the plans, it appears that an additional amount of wire will be required in the relocation and we assume this was not intended to be included in the estimate.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the second paragraph above and the provisions of PPM-30-4 dated December 31, 1957 and supplements thereto.

Attachments

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-4-63

RECEIVED
FEB 25 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

U-171 (8)

6173

February 1, 1963

File 31736
Sauvie Island Bridge-
St. Johns Bridge Section
Columbia River Highway

Your DA-35-026 CIV. ENG 62-8

U. S. Army Engineer, District
Portland Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Mr. Merle E. Lietzke
Chief, Real Estate Division

Gentlemen:

Since we received your last letter on the GASCO bus stop, the State has gathered considerable information and date regarding the building.

It appears from all information, maps and data the State can find that the building has always been on the highway right of way. The State is still investigating.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls

cc L Shaw ✓

NOTED
LLOYD P. SHAW

FORM 2-90X—90M—10-62 49923

RECEIVED
FEB 4 1963
LEGAL & RIGHT OF WAY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 31, 1963

U.S. Army Engrs. (Moorings file) # 31736

SUBJECT: W. City Limits-St. Johns Bridge Sec.
Columbia River Highway
Contract: 6193

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: G. L. Decker

Please refer to memos dated January 18 and 22, 1963, regarding approval of plans by the Army Engineers and their demand that a bus stop be provided.

Mr. Walstrom of the Real Estate Division, U. S. Army Engineers, called me this morning requesting another set of plans of the subject project. This request has been relayed to Mr. Decker by phone. Mr. Walstrom stated that the plans appeared to be in order and that they were agreeable to all aspects of the proposed work except the bus stop and shelter. He stated that we would get a letter from them approving the plans contingent on construction of a bus stop and restoration of the shelter.

Our information on the status of right of way at the site of the "Gasoo" waiting room is still not complete. We have a print from the United Railway alignment and right of way map (copy attached) which was obtained from the County Assessors office. This shows the railroad and shelter to have both been on County Road right of way. It also shows a strip of land between County and Railway rights of way. Dale Sturmer has a print of the Portland Gas and Coke Co. map which indicates that the 80 foot dedicated right of way of St. Helens Road lay adjacent to the R.R. in this area but that right of way at the time the map was built centered on the pavement, leaving a strip of variable width between rights of way. The City quarter section sheets show this variable width strip as "vacated".

TED
D P. SHAW

NOTED
E.F. SALING

The Gas Company's description goes to the center of St. Helens Road so the strip across their frontage should now belong to them and is so shown on our 1"=400' right of way map. We will occupy most of this strip with our embankments but have not negotiated with the Gas Co. for it.

North of the Gas Company's northerly boundary, the record indicates the strip went to the County so we are apparently clear on this. The bus shelter or waiting room would be on this latter parcel, if it projected outside road right of way.

We will attempt to obtain a copy of the vacation instrument referred to above and forward.

AV Benedict
A. V. Benedict
Assistant Metropolitan Engineer

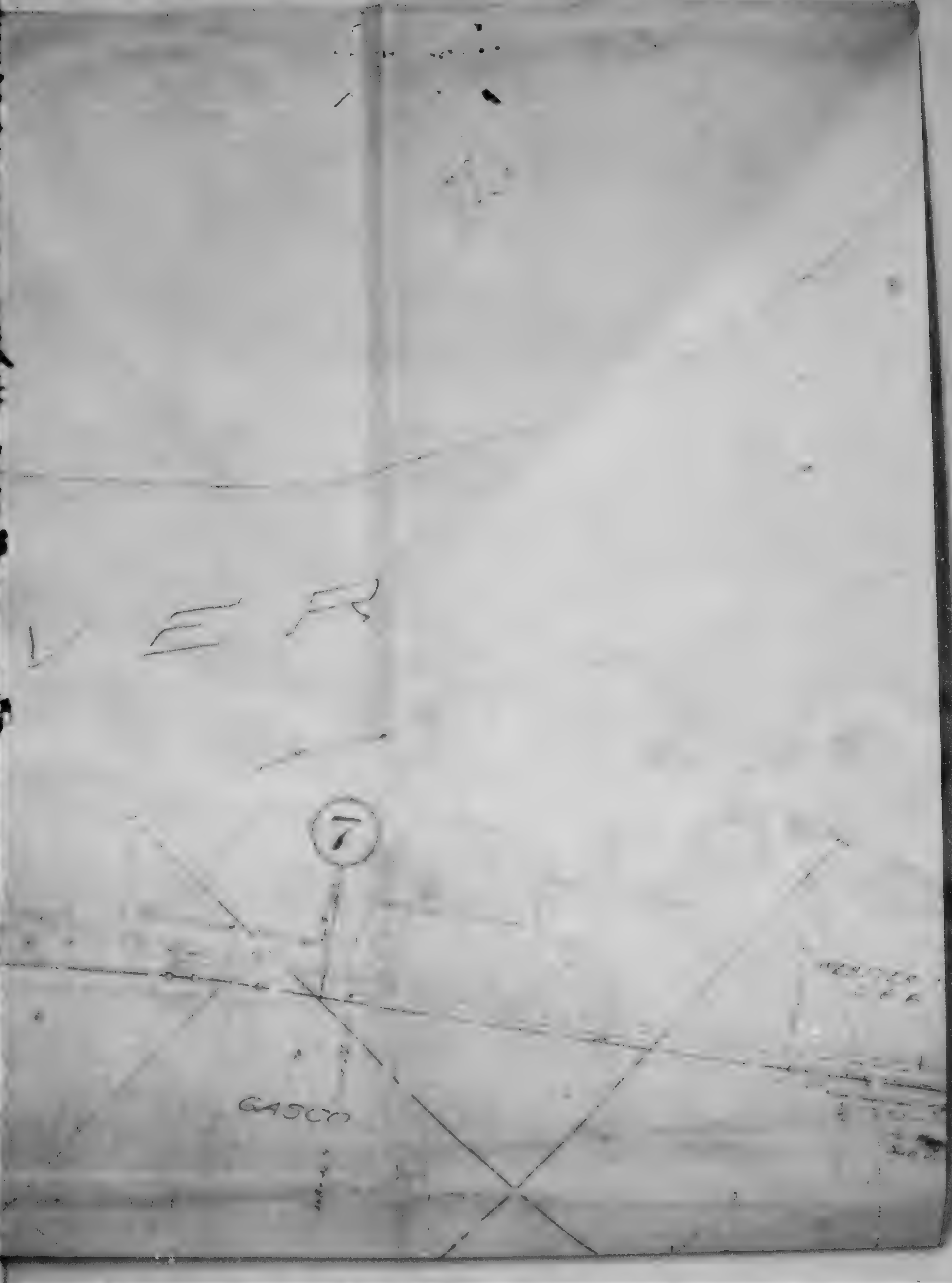
AVB/cp

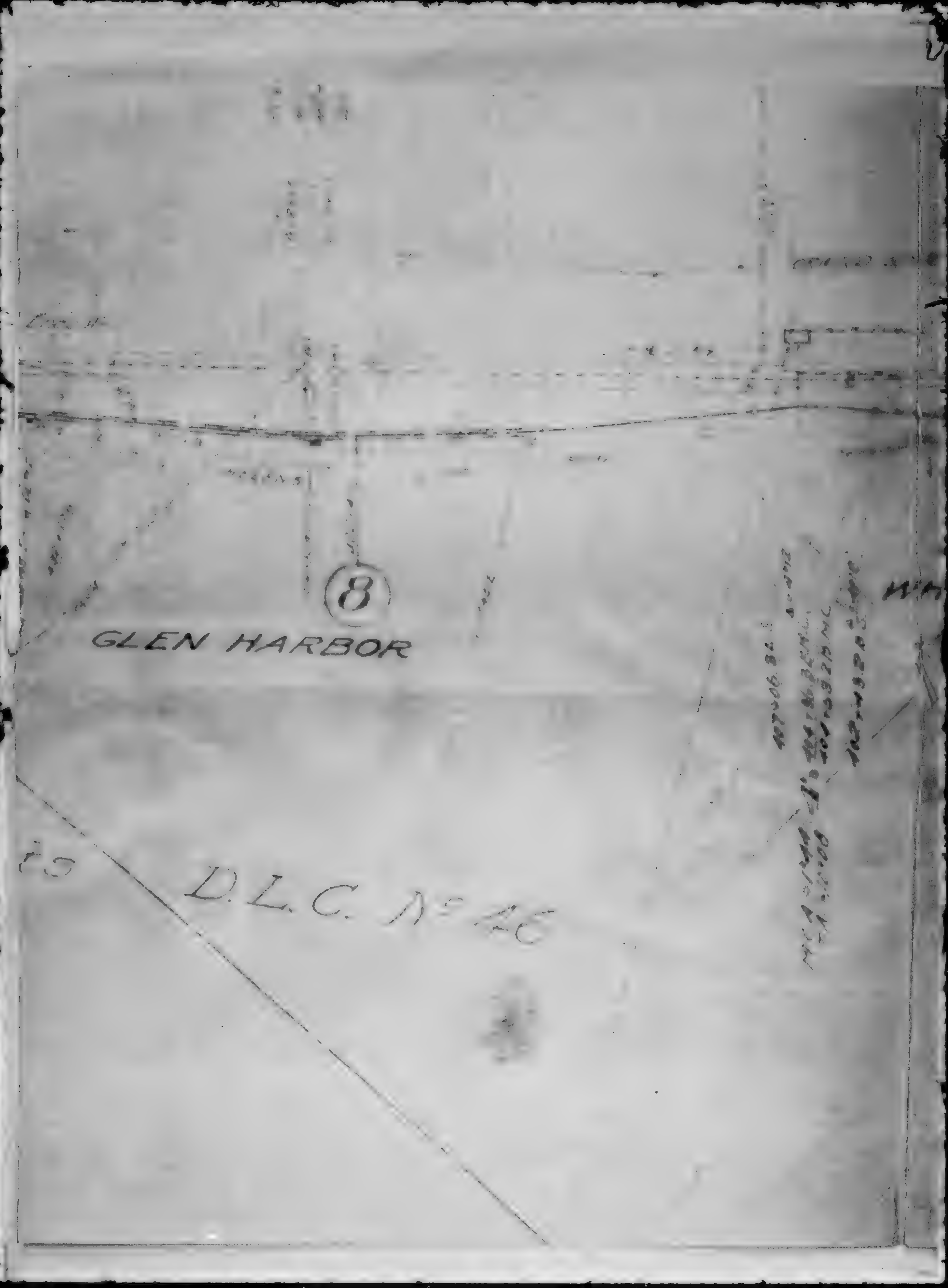
CC: Lloyd P. Shaw
Richard F. Lytle
Dale E. Sturmer

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

8
GLEN HARBOR
W.H

RIVER
7
GASCO
WHITWOOD
COURT


LER
7
GASCO


⑧
GLEN HARBOR
D.L.C. Nº 46

RIVE
7
GASCO
HITWOOD
COURT
6"

V E
7
GASCO
WEBSTE

RECEIVED
FEB 4 - 1963

FOR FILING

U-171 (8)

6193

477 Cottage Street, N.E.
Salem, Oregon

January 30, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.6 Salem, Oregon

U-171(8)
Western Union Telegraph Co. Adjustment

Reference is made to your submission dated January 28, 1963 for adjustment of the above facilities. According to your staff attorney's letter, dated October 31, 1962, there are three adjustments to be made and only two are indicated on your submission. Will the other be forthcoming?

Also from the sketches submitted by the Telegraph Co. it is difficult to determine the exact location of the adjustment. Would you please indicate the location of this adjustment with respect to roadway station.

RECEIVED
JAN 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
Copy to Lindahl
2-4-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

U-171(8)

6193

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Estimate for Power Line Adjustments
Pacific Power and Light Company
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project No. U-171(8)

Gentlemen:

This is in reply to your letter of January 10, 1963, in which you asked for an explanation of the change in the method of reimbursement for the adjustment of facilities owned by Pacific Power and Light Company on this project.

Attached you will find two copies of our letter of January 2, 1963, to Mr. L. H. Young explaining the change in the interpretation of the conflict covered in paragraph 3 of our Staff Attorney's letter of September 13, 1962.

This was discussed with Mr. L. R. Backlund on January 25, 1963, and he indicated that this letter contains the information you requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:bjh
Attachments
cc: L. P. Shaw
C. H. Maison
L. H. Young
F. B. Klaboe
J. M. Cartwright

RECEIVED
JAN 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 5-62 43906

RECEIVED
JAN 3 1963
OFFICE ENGINEERING
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1963

To: Mr. L. H. Young
Office Engineer
OFFICE

ATTN: Mr. D. B. Parkes

SUBJECT: Estimate for Power Line Adjustments
Pacific Power & Light Company
W. City Limits-St. Johns Bridge Section
Columbia River Highway
Multnomah County
Project: U-171(8)

Attached you will find three (3) copies of the subject estimate as submitted by the Pacific Power and Light Company, and one (1) copy of the Staff Attorney's letter outlining the conflicts on this project.

In paragraph 3 of this letter it is indicated that the State will be obligated to pay 50% of the costs of the adjustment. However, representatives of the company have discussed this with us and they have explained that all of the work included in their estimate is made necessary by the removal of the one pole which is reimbursable. The other pole is owned by the Portland General Electric Company and it will be relocated by Portland General Electric Company at no cost to the State.

After due consideration we agree that the costs as presented by the Pacific Power and Light Company are reimbursable and recommend lump sum approval of the amount as estimated -- $1,024.16.

Please submit two (2) copies to the Bureau of public Roads for their approval. Two (2) copies of the Staff Attorney's letter were sent to the Bureau of Public Roads on November 19, 1962.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments

NOTED
LLOYD P. SHAW

cc: C. H. Maison
F. B. KLABOE
J. M. CARTWRIGHT

FORM CD-131 (8-22-58)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 10, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SHAW

SUBJECT: Utilities
W. City Limits-St. Johns Bridge Section
Project No. U-171(8)

Your utility correspondence dated January 4, 1963, submitted on the subject project with respect to adjustment of Pacific Power & Light Company alteration is hereby acknowledged.

A brief review of your Staff Attorney's letter dated September 13, 1962, indicates a State reimbursement obligation of 50% of the cost of adjusting the distribution line crossing at sta. 568. We have not received the cost estimate of the Portland General Electric alteration and therefore cannot concur in the agreement. In order that we may review your request in accordance with your initial intent, please submit the additional data with a brief explanatory letter of the change in method of adjustment.

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
JAN 15 1963

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 30 1963

FOR FILING

U-171 (x)

6193

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1963

SUBJECT: W. City Limits-St. John Br. Section
Contract No. 6193

To:

Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

This office concurs in your recommendation that we proceed with the construction of the above-mentioned contract #6193 without taking any positive steps to alleviate the sewage problem. Resolution of this problem will depend upon how intolerable conditions become and what steps the City may take to correct same.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fp

cc Lloyd Shaw

NOTED
LLOYD P. SHAW

RECEIVED
JAN 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1963
FOR FILING

U-171 (8)

6193

January 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Fire Alarm System Conflicts
N. City Limits-St. Johns Br. Sec.
Columbia River Highway
Multnomah County
Project No. U-171(8)

Dear Sir:

Herewith are the following data covering the adjustment of the City of Portland fire alarm system in connection with the construction work on the subject-named project:

1. Two copies of the estimate of cost prepared by the City of Portland for making the adjustment.
2. Two copies of the sketch prepared by the City of Portland showing adjustments to be made.

This completes the agreement with the City of Portland for adjusting the fire alarm system. Copies of our staff attorney's letter were submitted with Mr. Litchfield's letter of November 9, 1962.

Your approval of the estimate as evidenced above and authorization to proceed with the work of adjustment as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mab
Enc.

9

RECEIVED
JAN 25 1963
FORM E-30X—50M—10-62 46823

FOR FILING

4 171 (A)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 22, 1963

To: MEMO TO THE FILES

SUBJECT: W. City Limits-St. Johns Bridge Sec.
Columbia River Highway
Contract: 6193

The following information has been gathered to date on the status of the bus waiting station formerly located at approximate Station 636+50, and which is claimed by the U. S. Army Engineers.

I contacted Mr. V. W. Harper of the Northwest Natural Gas Company who referred me to Mr. Ed Bolen. They informed me that the Station was originally built in 1912 by the Portland Gas & Coke Company and was presumed to be on railroad right of way. There is a strong probability that it was built alongside either the PRL & P Co. or United Railway tracks. The SP & S railroad crossing behind the building and the approach road leading to it were built at about the same time. They show on a map dated 1913 which indicates that St. Helens Road existed in approximately its present location. Mr. Bolen says it was never widened toward the SP & S tracks as their access road has not previously been disturbed. The Gas Company maintained the building until 1958. At that time it was in very poor condition and their people no longer used it. On October 3, 1958, they gave the U. S. Army Engineers a bill of sale for personal property described as a bus waiting station on or adjacent to the right of way of the SP & S Railway. They also have a letter in their files signed by Mr. Garrett saying the SP & S Railway Company had no objections to the transfer.

Our present maps indicate a uniform sixty (60) foot right of way for the SP & S Railway through this area, thirty (30) feet on either side of their track. The building was located outside this area.

I understand we acquired most of the United Railway property in this area and PRL & P tracks would probably have been on County right of way. We are making a check of the Division 1 records for maps showing trackage, County Road right of way, Highway Department acquisitions, etc.

NOTED
LLOYD P. SHAW

Copy To Saling
1-24-63

Mr. Roy Bennett is making a check of old County records to determine if the building is on old County right of way and if any permit was issued. He has not yet reported. He says, however, that while some permits were issued in 1912, the only record was apt to be the Commissioners Journal.

AV Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

CC: Frank D. Morgan
Lloyd P. Shaw
Richard F. Lytle
Luther Freeman

RECEIVED
JAN 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 25 1963

FORM E-30X—60M—10-62 46623

FOR FILING

K 171 (a)

6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 21, 1963

To: Mr. Richard Lytle
Resident Engineer
OFFICE

SUBJECT: W. City Limits-St. Johns Br. Sec.
Contract: 6193

Reference is made to your letter of January 16, 1963 in which you forwarded a copy of the proposed urban renewal plan for the development of a shopping center in Linnton. Since receiving this letter, I have discussed the matter with Mr. J. J. Robertson of the Portland Development Commission, and he has informed me that they have recently received approval to begin preliminary design work towards the establishment of a renewal area here. However, they do not anticipate that they will have any plans completed until after June of this year, and further that no construction would be started until at least 1964.

Under those circumstances, we do not believe that it would be appropriate to restrict our contractor from working in this area until renewal plans have been drawn up, especially since it is not anticipated that their plans will require anything but minor alterations in the existing curb line.

Please, therefore, proceed to construct this project through Linnton as called for in the plans and specifications for this project.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. Lloyd P. Shaw
Mr. F. D. Morgan

NOTED
LLOYD P. SHAW

RECEIVED
JAN 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 25 1963
FORM E-30 90M 9-62

FOR FILING

U-171 (8)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1963

SUBJECT: W. City Limits-St. Johns Br. Section
Contract No. 6193

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

I forward herewith correspondence received from Mr. F. B. Klaboe, Metropolitan Engineer, regarding subject matter.

I concur in Mr. Klaboe's recommendation that we proceed with the construction of the above-mentioned Contract No. 6193 without taking any positive steps to alleviate the sewage problem. Resolution of this problem will depend upon how intolerable conditions become and what steps the City may take to correct this.

If you concur in this recommendation, please so advise and I will transmit this information to the Metropolitan Engineer.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fp

Enc.

I concur
1-24-63
Lloyd P. Shaw

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original ~~Copy~~ To Morgan
1-25-63

FORM E-30 10M 5-62 43909

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 18, 1963

CONSTRUCTION DIVISION
JAN 2 . 1963
CC

SUBJECT: W. City Limits-St. Johns Br. Sec.
Contract: 6193

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem 10, Oregon

ATTENTION: Mr. D. J. Barbee

During the location work on this project, it became evident that there existed a serious sanitary sewage problem. Property owners living southerly of the existing highway between approximate Station 559 to 567 and Station 587 to 596 had septic tank drain fields which emptied into the existing highway ditch. Since we will remove the ditch and construct retaining walls, foot paths or curbs through this area, the situation would appear to be one that should be corrected, if possible, prior to the completion of our construction.

Shortly before we announced our decision to advertize this project, a set of plans was submitted to the City Engineer for his approval. These plans were returned with notations that they were approved subject to the State taking care of the necessary installation to abate the sanitary condition that existed. The State in turn informed the City that the construction of new sanitary sewers was not an obligation of the State Highway Department nor were there any funds available to pay for such construction. The City was further informed that if the abatement of the nuisance by the installation of a sanitary sewer was required of us by the City, we would pull the job and spend the money for construction elsewhere. Upon receiving this word, the City immediately wrote us (under the date of November 8, 1962) a letter canceling the provisional approval granted earlier, and approving the plans as we had originally presented them. Conversation between Mr. Shaw and the City Engineer led to the City undertaking a survey to determine whether or not it was feasible for the City to construct the required sewer and assess the property for the costs thereof. Nowhere in any of the correspondence do I find any committment by the City that they would in fact do the work.

A meeting was held on January 16 in the office of City Engineer Rosenthal between several of our employees and the City employees involved in the survey and design of the proposed facility. The following allegations were presented by Mr. Rosenthal:

REFERRED TO
Barbee
By Construction Engineer

1. The need for a sanitary sewer system to control the nuisance in the forementioned areas is unquestioned.

2. The only procedure that the City has allowing them to undertake such a program would be through the hearing-council action method.

3. If, after all the ground work had been laid and if the City Council voted to proceed with the project under City Health Department recommendations (undoubtedly against the owners wishes), the maximum charge that could be assessed against the properties affected would be ten cents per square foot. This ten cents per square foot figure has been represented as the legal maximum amount that can be assessed against property in this particular area.

4. The total of assessable square footage involved in the two areas is 199,527 square feet. At ten cents a square foot, this would allow the City to make a total assessment against the properties involved of approximately $20,000.

5. The City's estimate of the installation is $45,879.

6. We have checked this estimate using the City's data and standards for the proposed installation. Our computations indicate that the city has underestimated excavation quantities about 150 cubic yards. We also feel that their unit estimate for excavation is too high. (Please note from the enclosed copies of their estimate that this excavation was estimated at $25.00 per cubic yard). It is our feeling that this figure should be somewhere between $10.00 and $15.00 per cubic yard, but the City stands pat on their estimate, stating that experience with the type of material involved justifies the $25.00. The material is mostly solid rock.

7. If some way were found to finance the amount above what could be assessed against the property, the City Engineering Department would recommend to the City Council that proceedings be started immediately for the installation. However, they are quick to point out that the City Council may not consider the nuisance objectionable enough to override serious remonstrance between affected property owners.

8. Even if an action were started immediately, it would take at least three months before the work would be completed. This would undoubtedly cause serious conflict with our grading contractor (unless he got the City job).

In view of the fact that the City Engineer is unsure concerning the possibility of an assessment against the property owners, and further that the State Highway Department has no funds to contribute to the project, it appears that we are right back where we were a few months before the contract was awarded.

With great reluctance, I must recommend that we proceed with our construction in the area without taking any positive steps to alleviate this condition. After our construction has been completed, it is anticipated that the condition will be intolerable and it may be possible for the State, through legal measures, to enjoin the owners from dumping the effluent onto the State Highway right of way. I am not sure about this final point, and would recommend that the matter be thoroughly investigated by our Legal Division. If such course of action is possible and followed, they will be the ones who will have to prosecute the matter.

I would like to also state that I believe the City Engineering Department has acted in good faith on this matter. They point out that much of the land that would be assessed under an assessment program is vacant land and the assessment of even ten cents per square foot against this vacant land would be confiscatory. They also feel that the City Council would act favorably on their recommendations, but as stated above, cannot make any such guaranty.

After studying the attached sketches, profiles and estimates, please advise whether any further information is necessary and, if not, instruct us how you wish the matter to be handled.

F B Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures

cc: Mr. Richard Lytle
Mr. Dale Sturmer

9

RECEIVED
JAN 21 1963
FOR FILING

4-171 (8)

6143

GAL & RIGHT OF WAY

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPRE-MD

17 January 1963

R.W. 31736

State of Oregon
State Highway Department
State Highway Building
Salem 10, Oregon

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Dear Sir:

In accordance with your recent request to Mr. Walstrom of this office, inclosed is one copy of my letter dated 19 December 1962 to Mr. R. F. Lytle, Resident Engineer for the State Highway Department, concerning the conditions under which entry to the U. S. Moorings property, located near the St. Johns Bridge, was granted.

This office has recently been advised that the Corps of Engineers waiting room, commonly referred to as the GASCO bus stop, along with the stairway leading to it, has been destroyed.

Conditions 6a, 6b, and 6c adequately cover the destruction of Government-owned improvements, and accordingly, it is requested new facilities be provided on the reconstructed highway right of way with their relative location the same as the former bus stop with respect to the entrance to the U. S. Moorings.

The new shelter should be located on the riverward side of the roadway and be designed to accommodate four or five persons, with an adequate and safe stairway between highway and entrance levels. Provisions should be made for illuminating the shelter and stairway from electrical source available at the Guard House at the Moorings.

NOTED
LLOYD P. SHAW

Bus stop probably on State R/W and as far as we can determine was not property of Army by anything more binding than verbal agreement with Gas Co. which built the bus stop about 1912.

Personnel at the Moorings will be pleased to provide such assistance in regard to design and location as may be desired.

Your cooperation in the early replacement of this facility will be appreciated.

Very truly yours,

W J Ashworth
for MERLE E. LIETZKE
Chief, Real Estate Division

1 Incl
Cy ltr to Ore.St.Hwy.
dtd 19 Dec 62

2

RECEIVED
JAN 2 1 1963

FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

January 17, 1963

u 171 (7)

C112

Mr. R. G. Sandwick
U. S. Army Engineers
Government Mooring
Portland 10, Oregon

RE: W. City Limits - St. Johns Br. Sec.
Columbia River Highway

Dear Sir:

I hand you herewith one complete set of plans for widening and paving of St. Helens Road past government property at Gasco. Included is one extra copy of Sheets 13 and 15C, which show the treatment for your emergency access road near your Northerly property line. These plans are for your review and approval in accordance with the Federal-State agreement covering this project.

In replacing the fence around your storage area west of the railroad after the fills are completed, we propose to leave you all possible storage area in accordance with your request. I would suggest that the location of the fence be arranged between you and our Resident Engineer.

I am very sorry that we have not furnished you with these plans sooner, but there have been many details to iron out. You will note that Sheets 13 and 15C carry a revision date of 1-8-63. We trust that we are now in agreement on the proposed construction.

Will you please examine these plans and indicate your approval at an early date. If additional sets of plans are required, we will be glad to furnish them.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

BY: A.V. Benedict

NOTED
LLOYD P. SHAW

A. V. Benedict
Assistant Metropolitan Engineer

AVB/ca

CC: Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. R. F. Lytle

RECEIVED
JAN 1 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1963
FOR FILING

6183

477 Cottage Street N.E.
Salem, Oregon

January 10, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Utilities
W. City Limits-St. Johns Bridge Section
Project No. U-171(8)

Your utility correspondence dated January 4, 1963, submitted on the subject project with respect to adjustment of Pacific Power & Light Company alteration is hereby acknowledged.

A brief review of your Staff Attorney's letter dated September 13, 1962, indicates a State reimbursement obligation of 50% of the cost of adjusting the distribution line crossing at sta. 568. We have not received the cost estimate of the Portland General Electric alteration and therefore cannot concur in the agreement. In order that we may review your request in accordance with your initial intent, please submit the additional data with a brief explanatory letter of the change in method of adjustment.

NOTED
LLOYD P. SHAW

original To Litchfield
Copy To Young
1-15-63

RECEIVED
JAN 11 1963
FOR FILING

6193

Salem, Oregon
January 10, 1963

Urban Limits-St. Johns
Bridge Section
Columbia River Highway

Mr. Fred Klaboe
Metropolitan Engineer
Portland

Attention: A. V. Benedict

Herewith are sections of two maps showing the location of the old bus stop waiting room near Station 636 of the subject project.

I am also enclosing available material in the way of correspondence or agreement which might have bearing on this building.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Enc.

September 11, 1961

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

File No. 31736
DA-35-026
CIVENG - 62-8
Sauvie Island Br.-St. Johns Br.
Columbia River Highway

Attention: Merle E. Lietzke
Chief, Real Estate Div.

Gentlemen:

The St. Johns U. S. Moorings easement from the Army to the State Highway Commission dated July 6, 1961 was recorded on August 10, 1961, Multnomah County Deed Records, Volume 2075, page 378 as Docket Number 32028.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

EFS:jm

31736

Right of Way
File No.
RW 22280

DEPARTMENT OF THE ARMY
EASEMENT AND RELINQUISHMENT OF ACCESS RIGHTS FOR A SECTION OF COLUMBIA RIVER HIGHWAY
U. S. MOORINGS PROJECT
OREGON

No. DA-35-026-CIVENG-62-8

The United States of America, acting by and through the SECRETARY OF THE ARMY, under and by virtue of the authority of Title 10, U. S. Code, Section 2668, hereby grants to the STATE OF OREGON BY AND THROUGH THE OREGON STATE HIGHWAY COMMISSION, hereinafter designated as the grantee, a slope easement and an easement for a right of way for a controlled access highway on, over, across, in, and upon lands of the United States which are a portion of U. S. Moorings Project, as shown on the map marked Exhibit "A", and more particularly described on Exhibit "B", both of which exhibits are attached hereto and made a part hereof, together with all abuttors' existing, future, or potential rights of access to, from, and between the right of way of the public way known as the Columbia River Highway and the remaining lands of said project, except for such rights as may be hereinafter specifically reserved in this instrument.

THIS EASEMENT is granted subject to the following provisions and conditions:

1. That the grantee shall at all times maintain said highway in good condition and shall promptly make all repairs thereto needed to preserve a smooth-surface highway.

2. That any property of the United States damaged or destroyed by the grantee incident to the use and occupation of the said premises shall be promptly repaired, replaced, or relocated by the grantee to the satisfaction of the local representative of the DEPARTMENT OF THE ARMY, and in accordance with plans and specifications approved in advance by said officer, or in lieu of such repair, replacement, or relocation, the grantee shall, if so required by said representative,

DOCUMENT NO. 32028
[illegible] 8/10/61 Mult CO
BOOK OF Deeds NO. 2075 PAGE 378

FILE COPY

pay to the United States money in an amount sufficient to compensate for the loss sustained by the United States by reason of damages to or destruction of United States property.

3. (a) That the United States reserves the right to construct, from time to time, grade separation crossing structures or pedestrian crossing structures over or under the controlled access highway at such points as it may deem necessary, and also reserves the right to cross over and/or under the right of way hereby granted with utility lines and related facilities; provided, however, that such rights shall be used in a manner that will not create unnecessary interference with the use and enjoyment by the grantee of said right of way for highway purposes.

(b) That during any emergency declared by the President or Congress of the United States, the United States shall have the right to enter and exit directly to and from said right of way from the abutting Government-owned land, including the right to construct temporary direct entrances and exits, crossings at grade, or sub-standard grade-separation structures, including acceleration and deceleration lanes; provided that all such temporary facilities shall, subject to availability of appropriations, be removed within a reasonable time after official termination of the emergency.

4. That it is to be understood that this instrument is effective only insofar as the rights of the United States in the property over which the said highway is to be extended are concerned, and that the grantee shall obtain such permission as may be necessary on account of any other existing rights.

5. That all or any part of such right of way herein granted may be terminated by the Secretary of the Army for failure to comply with any or all of the terms or conditions of this grant, or for nonuse for a two-year period or abandonment of rights granted herein.

6. (a) That relocation and/or construction and maintenance of controlled access to, over, under, and across the highway necessary to meet the requirements of the project will be in accordance with plans and specifications approved by the District Engineer, U. S. Army Engineer District, Portland or his duly authorized representative.

(b) That existing fencing, signs, signals, markers, and other Government-owned improvements situated on the premises shall remain in place and/or be salvaged, replaced, or relocated by the grantee to the satisfaction of the local representative of the Department of the Army, and in accordance with plans and specifications approved in advance by said officer.

(c) That the granting of this easement shall be subject to all existing utilities serving the U. S. Moorings Project, and the Oregon State Highway Department shall be responsible for protection, modification and/or relocation of all such facilities in accordance with plans and specifications approved by the District Engineer, U. S. Army Engineer District, Portland, or his duly authorized representative.

7. That the rights granted in this easement are subject to certain Department of the Army easement granted to the Portland General Electric Company for a term of fifty (50) years, beginning 20 October 1943 and ending 19 October 1993 for right of way for electric transmission lines and submarine cables.

This easement is not subject to Title 10, United States Code, Section 2662.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of the Department of the Army, by direction of the Assistant Secretary of the Army.

This 6th day of July 1961.

Seal

R. F. ALEXANDER
Colonel, GS
Director, Mil Const and
Real Property, OASA (I&L)

COMMONWEALTH OF VIRGINIA } SS
COUNTY OF ARLINGTON }

July 6 A.D. 1961

Personally appeared the above-named R. F. Alexander and acknowledged execution of the foregoing instrument by direction of the Assistant Secretary of the Army as the voluntary act and deed of the United States of America.

Before me:

Seal

Lloyd T. Ford
Notary Public
Arlington County, Virginia

My Commission expires:

Lloyd T. Ford, Notary Public
County of Arlington
State of Virginia
My Commission Expires 17 Sept. 1963

U. S. MOORINGS

Description of Lands over which Easements are to be Granted the State of Oregon for the Relocation of Columbia River Highway

PARCEL NO. 1: (Right of Way Easement)

A parcel of land lying in Section 11, Township 1 North, Range 1 West, Willamette Meridian, in Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the intersection of the southeast boundary of Block 4, Springville, Township 1 North, Range 1 West, Multnomah County, with the west right-of-way line of the Spokane, Portland and Seattle Railway Company; thence northwesterly along said railway right-of-way line to the northwest boundary of said Block 4; thence westerly in a straight line to the northeast right-of-way line of the existing Columbia River Highway at a point which is opposite Station 624+50 on the center line of the relocated Columbia River Highway; thence northwesterly along said existing highway right-of-way line to the southwesterly extension of a line that is 3.94 feet northwesterly from and parallel to the southeast boundary of Lots 2 and 9 in Block 3, Springville; thence southwesterly, following said southwesterly extension, to the center of the former County Road within the boundaries of the present Columbia River Highway; thence southeasterly along the center of said former County Road a distance of 454.0 feet to the southwesterly extension of the southeast boundary of said Block 4; thence northeasterly along said extension and on the southeast boundary of Block 4 to the place of beginning.

RR
1-31-61

The center line of the Columbia River Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 617+00, said Station being 5,618.56 feet South and 4,100.37 feet East of the West quarter corner of Section 2, Township 1 North, Range 1 West, W.M.; thence south 36° 07' 30" East, 1,395.08 feet to Station 630+95.08.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.03 acres, more or less.

EXHIBIT B

PARCEL NO. 2: (Right of Way Easement)

A parcel of land lying in Section 11, Township 1 North, Range 1 West, Willamette Meridian, in Multnomah County, Oregon, and being a portion of that property described in that certain deed to the United States of America, recorded in old Book 315, Pages 425-6 of Multnomah County Records of Deeds; the said parcel being described as follows:

Commencing at the intersection of the southeast boundary of Block 4 of Springville in Multnomah County, with the east right-of-way line of the Spokane, Portland and Seattle Railway Company; thence southeasterly along said railway right-of-way line a distance of 300 feet to the true point of beginning of this description; thence southwesterly, at right angles to said right-of-way line, 155 feet, more or less, to the center of the former County Road as it existed in November 1903, being within the boundaries of the present Columbia River Highway; thence southeasterly, at right angles, 100 feet; thence northeasterly, at right angles, to the east line of said Railway right-of-way; thence northwesterly along said right-of-way line 100 feet to the place of beginning.

There is excepted therefrom the right-of-way of the Spokane, Portland and Seattle Railway Company.

The parcel of land to which this description applies contains 0.22 of an acre, more or less.

PARCEL NO. 3: (Slope Easement)

A parcel of land lying in Section 11, Township 1 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the northwest boundary of Block 4, Springville, Township 1 North, Range 1 West, W.M., Multnomah County, with the west right-of-way line of the Spokane, Portland and Seattle Railway Company; thence northwesterly in a straight line to the northwest boundary of Lot 6, Block 3 of said Springville, at a point 25 feet northeasterly from the most westerly corner of said Lot 6; thence northwesterly in a straight line to the intersection with a line that is 3.94 feet northwesterly from and parallel to the southeast boundary of Lots 2 and 9 in said Block 3, at a point 85 feet northeasterly from (when measured at right angles to) the center line of the relocated Columbia River Highway; thence southwesterly, on a line parallel to and 3.94 feet northwesterly from the southeast boundary of said Lots 2 and 9 and the southwesterly extension thereof, to the northeast right-of-way line of the existing Columbia River Highway; thence southeasterly along said existing highway right-of-way line to a point that is opposite Station 624+50 on the center line of said relocated Columbia River Highway; thence easterly in a straight line to the point of beginning.

The parcel of land to which this description applies contains 0.21 of an acre, more or less.

U. S. ARMY

FINAL
(TYPE)

PROJECT MAP

AGENCY: DEPARTMENT OF THE ARMY

STATE OREGON

COUNTY MULTNOMAH

DIVISION NORTH PACIFIC

DISTRICT PORTLAND

6 TH ARMY AREA

LOCATION OF PROJECT

IN PORTLAND

MILES OF

MILES OF

TRANSPORTATION FACILITIES

RAILROADS NORTHERN PACIFIC RAILWAY (S. P. & S. RY.)

STATE ROADS

FEDERAL ROADS U. S. No. 30

AIRLINES

ACQUISITION

TOTAL ACRES ACQUIRED

ACRES FEE

ACRES TRANSF'D TO WAR DEPT.

ACRES LEASED TO WAR DEPT.

ACRES LESSER INTERESTS

DISPOSAL ▨

TOTAL ACRES DISPOSED OF

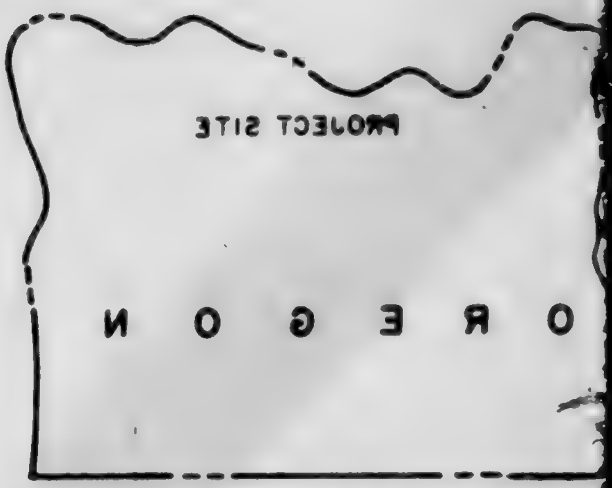
ACRES SOLD BY WAR DEPT.

ACRES TRANSF'D BY WAR DEPT.

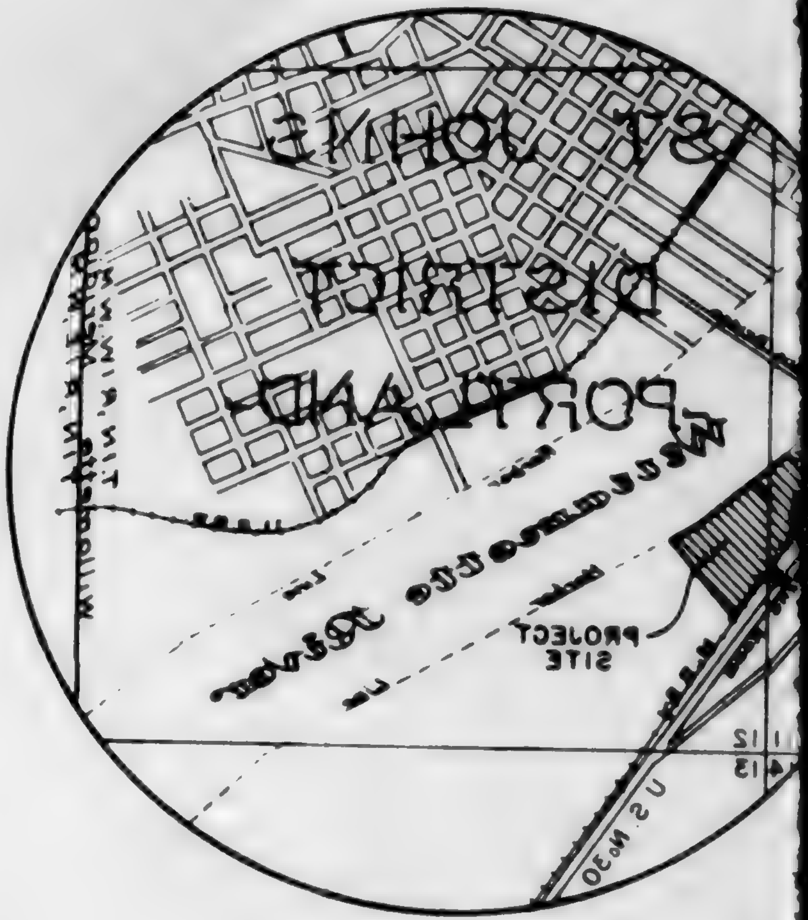
ACRES RETRANSF'D TO GOV'T. AGCY.

ACRES LEASES TERMINATED

ACRES LESSER INT'S. TERM.

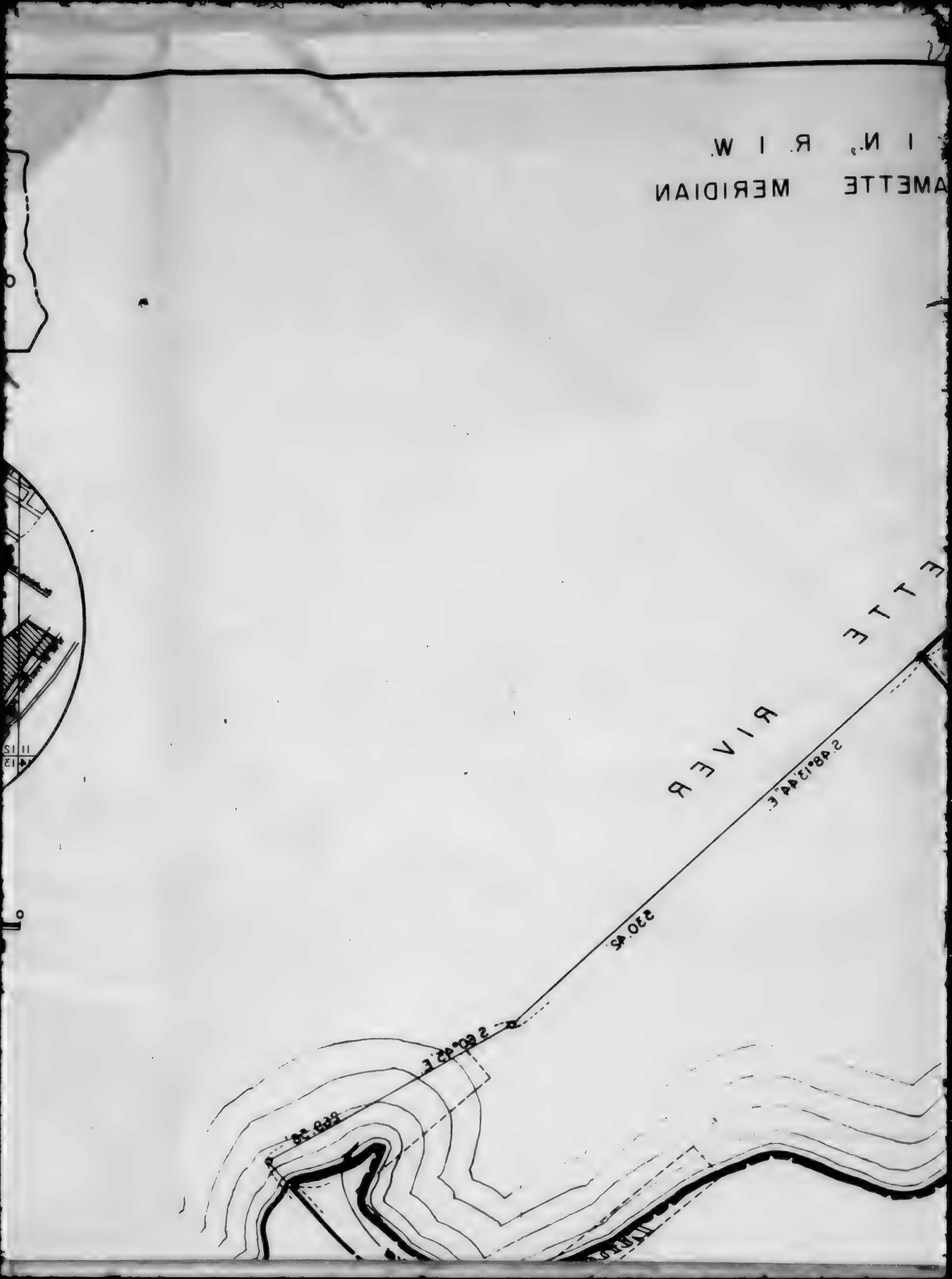


STATE INDEX



VICINITY MAP

Scale in Miles


I N., R. I W.
AMETTE MERIDIAN
ETTE
RIVER
S.48°13'44"E.
530.42
S.60°45'E.
269.36

REMARKS

Tract A

Tract A

B.

dated 2/4/15

C.

crossing dated 2/5/42

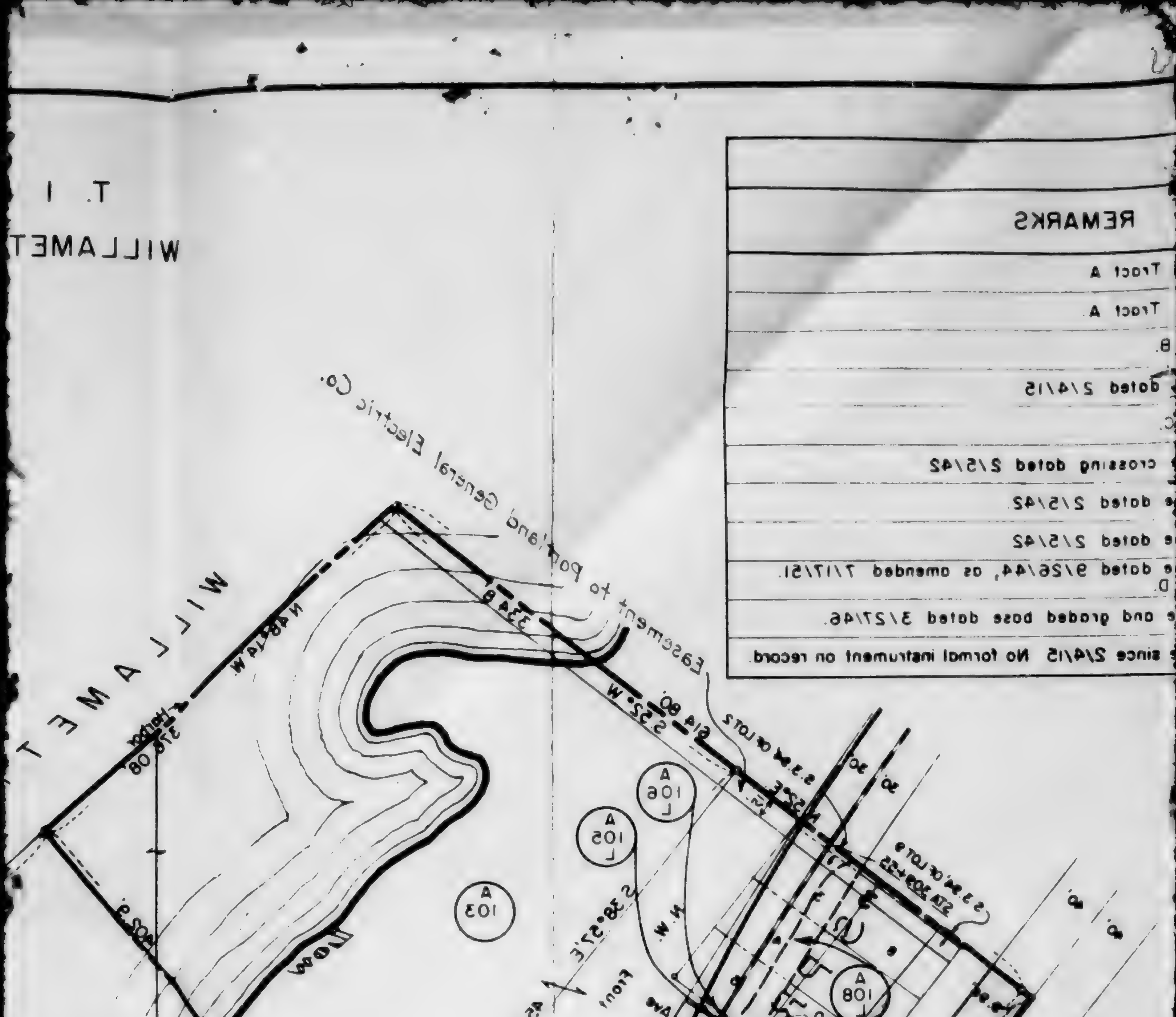
e dated 2/5/42

e dated 2/5/42

e dated 9/26/44, as amended 7/17/51.
D.

e and graded base dated 3/27/46.

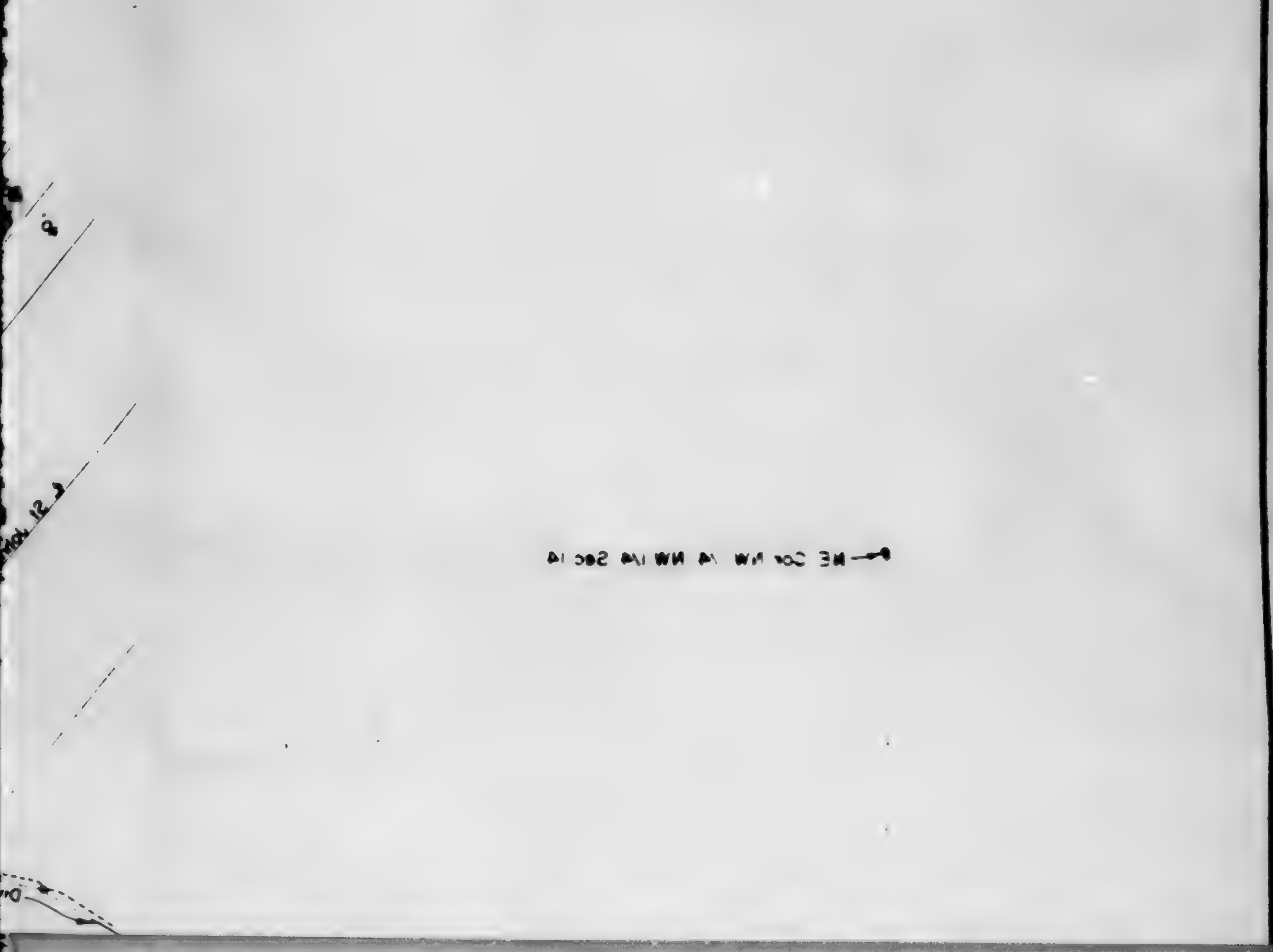
e since 2/4/15 No formal instrument on record.



CORPS OF ENGINEERS

ACQUISITION TRACT REGISTER

TRACT NO	LAND OWNER	ACREAGE FEE	ACREAGE LICENSE		REMAR
A-100-1	Thomas L E [illegible], et ux	4 35			Formerly known as part of Tract A
A-100-2	Thomas L E [illegible], et ux	0 22			Formerly known as part of Tract A.
A-10[illegible]	Thomas L E [illegible], et ux	2 05			Formerly known as Tract B.
A-102L	Portland Gas & Coke Company		0.19		License for access road dated 2/4
A-103	The Portland Art Association	6 52			Formerly known as Tract C.
A-104L	Spokane Portland & Seattle Railway Company		0 02		License for private grade crossing
A-105L	" " "		No Area		License for sewer pipeline dated 2/
A-106L	" " "		No Area		License for water pipeline dated 2/
A-107L	" " "		No Area		License for water pipeline dated 9/ Formerly known as Tract D.
A-108L	" " "		No Area		License to construct fence and grade
A-109L	" " "		0 01		Access Road area under use since 2/4/



ACRES TRANSF'D BY WAR DEPT. ________

ACRES RETRANSF'D TO GOV'T. AGCY. ________

ACRES LEASES TERMINATED ________

ACRES LESSER INT'S. TERM. ________

LEGEND

NOTE: USE SYMBOLS FROM FM-21-30 (WAR DEPT. BASIC FIELD MANUAL) PAGES 21 TO 27 INCL.

EXCEPT

RESERVATION LINE ---------- ▭ - - -

RESERVATION LINE (ACTUAL SURVEY) -- ▭ —o—

DAM SITE (TAKING LINE) ---------- ▭ —D—

RESERVOIR SITE (TAKING LINE) ---- ▭ —R—

CONTOUR LINES ---------- ▭ 470

AVIGATION EASEMENTS ------ ▨

TRACT NUMBER ------------ (39)

REVISIONS	DATE		BY
1	4-24-53	Due to Final Audit	N.V.L.

DEPARTMENT OF THE ARMY
OFFICE OF THE PORTLAND DISTRICT ENGINEER
NORTH PACIFIC DIVISION

REAL ESTATE

U. S. MOORINGS
WILLAMETTE RIVER

DRAWN BY: I.G.S.
TRACED BY: I.G.S.
CHECKED BY: N.V.L.

SUBMITTED BY: Ernest H. Barrett
CHIEF, CADASTRAL SEC.

RECOMMENDED BY:
CHIEF, REAL ESTATE DIV.

APPROVED BY:
DISTRICT ENGINEER

DATE: 28 May 1953

OFFICE, CHIEF OF ENGINEERS, WASHINGTON, D.C.

AUDITED

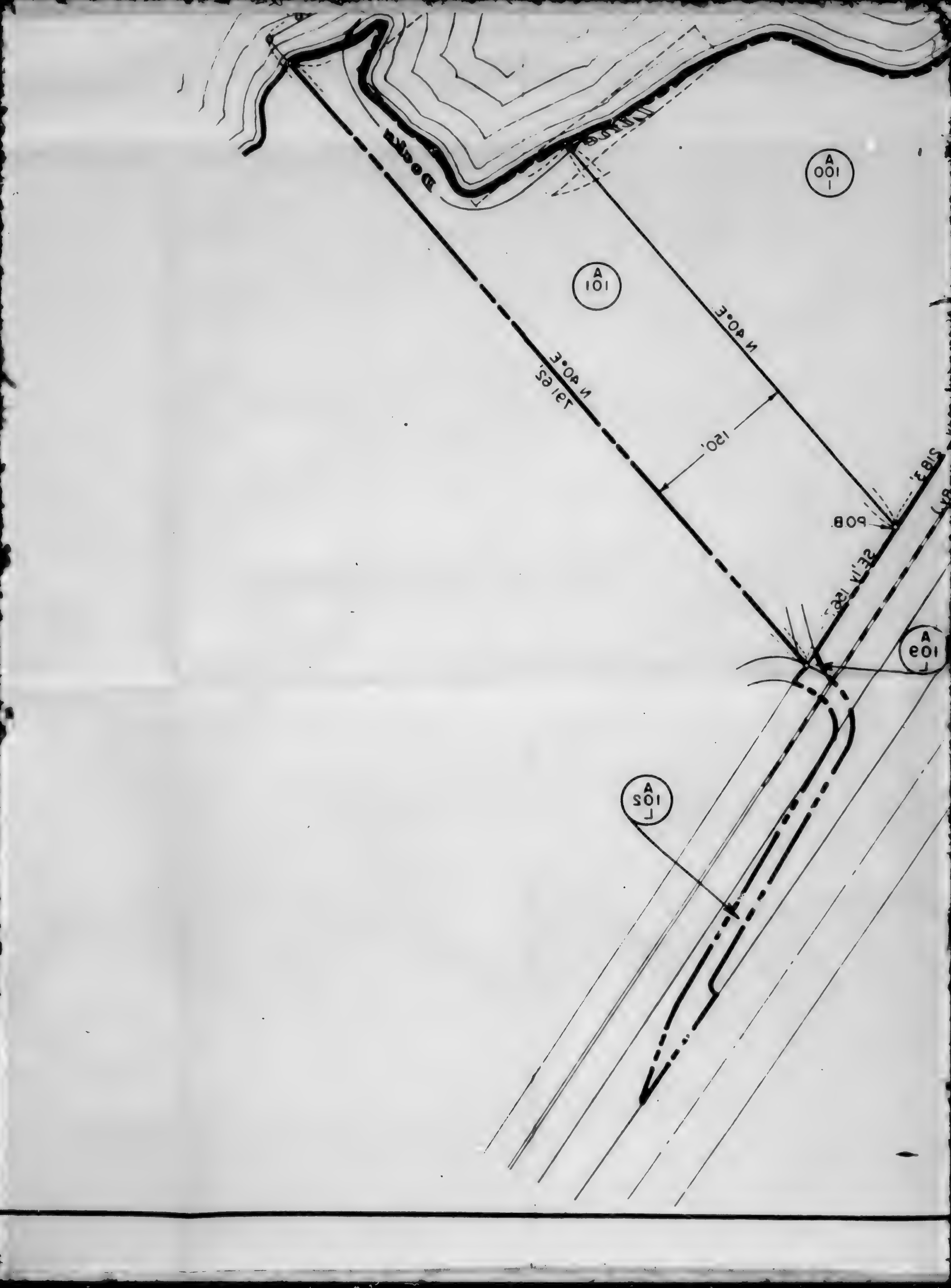
INSTALLATION OR PROJECT NO. C-827

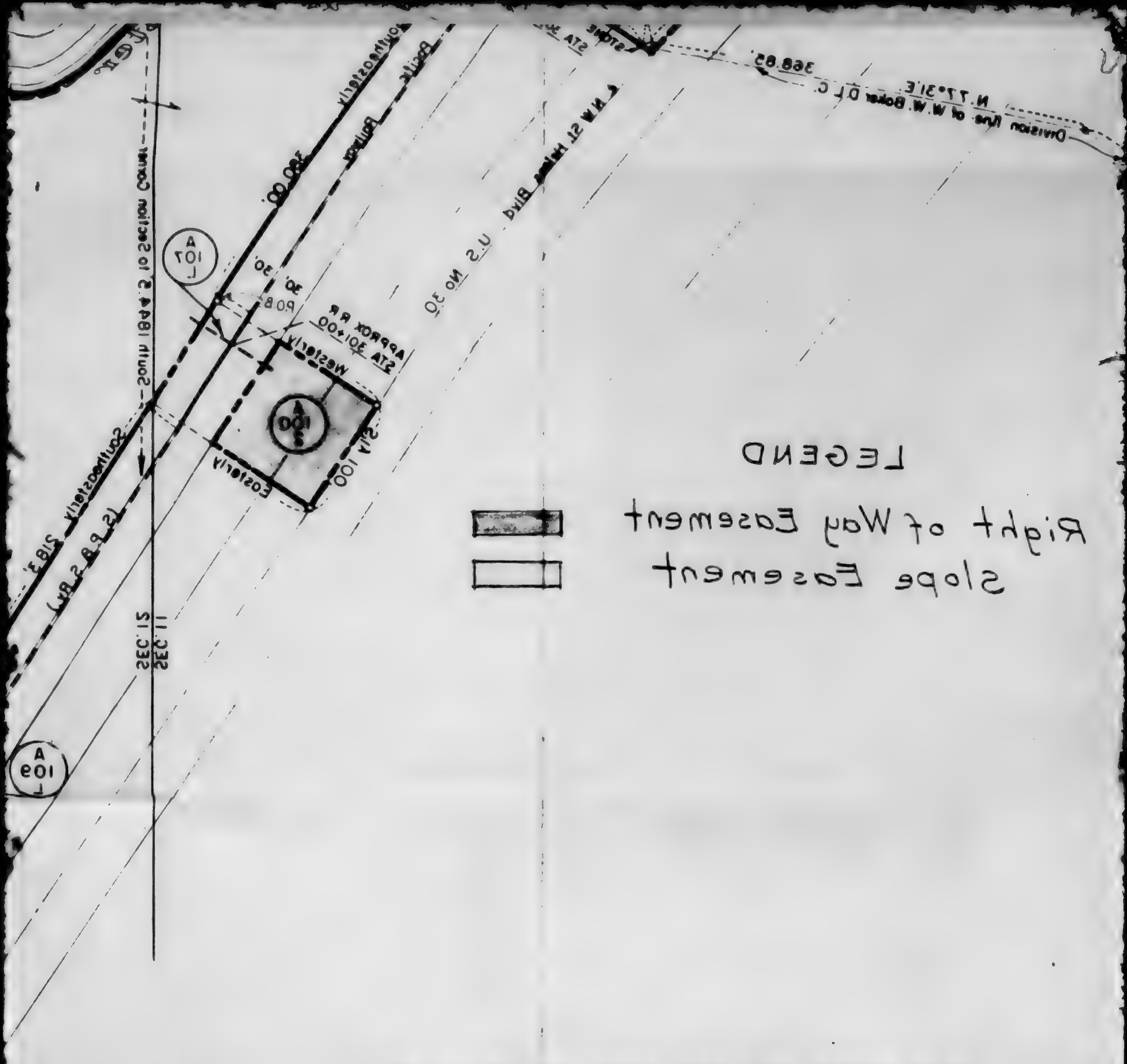
SCALE IN FEET
100 0 100 200

SHEET 1 OF 1 DWG. NO. 0-38-5

Formerly DWG. No. 0-31-41

EXHIBIT A

Docks
A 100 1
A 101
N 40°E
N 40°E 791.62'
150'
P.O.B.
218.3'
SE'ly 156'
A 109 L
A 102 L



LEGEND

▨ Right of Way Easement

☐ Slope Easement

13.14 ACRES NET FEE AREA AS OF 1-1-43

0.22 ACRES NET AREA UNDER LICENSE AS OF 1-1-43

3855'
N 58°15' E
Southerly End Division
Line of W W Baker CLC

RECEIVED
JAN 9 1963
FOR FILING

U-171(8)

6193

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 2, 1963

08-35.2-0 A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project U-171(8)
West City Limits-St. Johns Bridge
Northwest Natural Gas Co. Utility Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated September 13, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated December 3, 1962, as well as the plans and letter dated December 18, 1962.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date, which is the first adjustment included in the project estimate so authorized to proceed. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
1-9-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 9 1963

FOR FILING
11-171 (8)
6193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 2, 1963

SUBJECT: MEMO TO THE FILES
V. City Limits - St. Johns Br.
Contract: 6193
Prefix: 26-1089

To: MEMO TO THE FILES

Monday morning, December 31, 1962, Earl Hoss, Tom Telford from Lord Bros. contractors, Jon Rose and myself all met with Mr. Sandwick and Mr. F. W. Terhaar of the Army Engineers, in regards to the closing off of the approach road to the Army Engineers and the Gas Company while installing the 18-inch concrete pipe. It was agreed between all party members present that the approach could be closed for the period of one week and that the Army personnel could use the east entrance of the Gas Company if this would meet with the Gas Company's approval.

We then contacted a Mr. Todd who agreed that the Army Engineers could use their easterly approach along with the Gas Company as long as the common approach was closed.

Earl Hoke agreed to give the Army Engineers and Gas Company two day's notice prior to closing their approach.

This agreement was worked out to conform to the Special Provisions, Miscellaneous Provisions page 77, and is the same provisions made for this approach when it was closed off when the Southern Pacific pipeline was installed.

R. F. Lytle
Resident Engineer

RFL/ca

NOTED
LLOYD P. SHAW

RECEIVED
JAN 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

KB

U-171(8) W. City Limits-St. Johns Br. 1962
(Portland) Sec., Col. River Hwy.
#6193 (Grad., Pav. & Sign.) Folder # 1

C&A
2378

RECEIVED
DEC 19 1962
FOR FILING
4171 (1)
6193

Salem, Oregon
December 18, 1962

West City Limits-St. Johns
Bridge Section
Columbia River Highway

Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

In an easement and relinquishment of access rights approved by R. F. Alexander, Department of the Army, the following condition is carried, Section 6 (a):

> "That relocation and/or construction and maintenance of controlled access to, over, under, and across the highway necessary to meet the requirements of the project will be in accordance with plans and specifications approved by the District Engineer . . ."

Our plans for construction do not include a profile of a minor connection to right of way file 31736. Will you please have a profile worked up and obtain approval before construction has begun at this point.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
DEC 14 1962
FOR FILING

U-171 (8)

6193

December 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, Contract No. 6193, in connection with Federal-Aid Project No. U-171(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
FORM 2-123
DEC 13 1962
FOR FILING

11-191 (8)

COMMISSIONERS:
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

December 11, 1962

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

West City Limits-St. Johns Bridge
Columbia River Highway
Prefix: 26-1089
Contract: 6193

Gentlemen:

This is to inform you that a contract has been awarded to Lord Brothers Contractors, Inc. and Lord Brothers Contractors to grade and pave a 3.56 mile section of the Columbia River Highway from the west city limits of Portland to the St. Johns Bridge. This work, in addition to grading and paving, includes the construction of 12 reinforced concrete retaining walls and one metal bin type retaining wall, and also the construction of one reinforced concrete box culvert.

The project includes approximately 103,000 tons of crushed stone materials and 29,500 tons of asphaltic concrete.

Mr. Richard Lytle will be our Resident Engineer on the project. His telephone number is 235-8911, extension 45. His home telephone number is AT4-6520. Any questions arising during the progress of this work should be directed to him.

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

Jay B Boyd

By: Jay B. Boyd
Metropolitan Office Engineer

JBB:sb

cc: G. S. Paxson
A. E. Johnson
E. E. Johnston
Richard Lytle

RECEIVED
DEC 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 4 1962
FOR FILING

[illegible]

6193

December 3, 1962

Mr. Ray Smith
Auditor of the City of Portland
Room 202, City Hall
Portland 4, Oregon

563

Dear Mr. Smith:

Enclosed herewith is an acceptance executed by the Deputy State Highway Engineer which covers your Ordinance No. 116083, vacating all of N. W. Lisnton Lane between St. Helens Road and the Northern Pacific Railway Company right of way.

Thank you very much for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Enc.

cc Forrest Cooper
FD Morgan
W.T. Wright

AUD. 50-25-640
7-62-2M

ACCEPTANCE

Portland, Oregon, November 21, 1962

RAY SMITH
Auditor of the City of Portland,
Room 202, City Hall
Portland 4, Oregon
Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of Ordinance No. 116083, vacating all of N.W. Linnton Lane lying between N.W. St. Helens Road and the Northern Pacific Railway Company right-of-way, initiated by the City Council for the use and benefit of the Oregon State Highway Department, under certain terms and conditions,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

Oregon State Highway
Department

[CORPORATE
SEAL]

* Deputy State Highway Engineer

Salem, Oregon Address

Approved as to form:

City Attorney

*When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal.

ORDINANCE NO. 116083

An Ordinance vacating all of N. W. Linnton Lane lying between N. W. St. Helens Road and the Northern Pacific Railway Company right-of-way, initiated by the City Council for the use and benefit of the Oregon State Highway Department, under certain terms and conditions, and declaring an emergency.

WHEREAS, the Council by Resolution No. 28861, adopted by the Council July 26, 1962, initiated action for the vacation of all of N. W. Linnton Lane as laid out and established by Resolution No. 24204 and as widened and extended by subsequent deeds and City ordinances, and lying in Section 2, T1N, R1W, W.M., in the city of Portland, Multnomah County, Oregon, for the use and benefit of the Oregon State Highway Department, under the applicable provisions of ORS 271.010 to and including 271.230, and thereupon the City Auditor gave notice by posting and also by publication of a notice once each week for four consecutive weeks that said resolution had been adopted instituting proceedings for the vacation of such street area and that the matter of such vacation, together with any objections, remonstrances or claims for damages which might be made in writing and filed with the City Auditor prior to the time of hearing, would be heard and considered at a regular meeting to be held at 9:30 a.m., November 15, 1962, in the Council Chambers of the City Hall in the city of Portland, Oregon; that said notice was first published in the City's official newspaper, to-wit: The Daily Journal of Commerce, on August 3, 1962, and the City Auditor within five days after said first publication further published said matter by posting three notices headed: "Notice of Street Vacation" in three conspicuous places in the area proposed to be vacated, in the following described locations:

Location	Object to which attached
At the approximate intersection of the easterly line of N. W. St. Helens Road and the northerly line of N. W. Linnton Lane.	On a pole
On the approximate easterly line of N. W. Linnton Lane approximately on the line between J. Watts and Solomon Richards D.L.C.	On a pole
On the approximate easterly line of N. W. Linnton Lane and the approximate southerly line of Tax Lot 89, Section 2, T1N, R1W, W.M.	On a pole

AND WHEREAS, said matter came on regularly for hearing on November 15, 1962, and no one appeared to object thereto and no objection or remonstrance, nor any claims for damage were filed or made against the same, and

WHEREAS, the abutting property owners have consented to said proposed vacation and such consents have been filed with the City Auditor, and

WHEREAS, the Council finds that the proposed street vacation is for industrial purposes, but particularly to eliminate unnecessary street intersections in connection with the proposed widening of N. W. St. Helens Road (Lower Columbia River Highway), and

WHEREAS, the Council finds that the proposed street vacation has been investigated by the City Engineer, who recommends that the vacation be granted, subject to certain conditions set forth in his report, and

WHEREAS, the Commission of Public Docks and the Port of Portland have signified their approval, and

WHEREAS, the Council finds that the vacation of the public street area herein described will not injuriously affect the market value of the property abutting or affected by such vacation, but such vacation is in the public interest and said vacation in all respects will be for the public welfare, and it further appearing that all things have been done as provided by law for the vacation of said street area and that final action should now be taken thereon and such vacation be made a matter of record; now, therefore,

The City of Portland does ordain as follows:

Section 1. It hereby is ascertained and determined that said vacation will not injuriously affect the market value of any of the property abutting upon said street area to be vacated, but will be beneficial thereto; that the consent of the owners of all of the property adjacent or abutting the area to be vacated has been obtained in writing, duly acknowledged and filed as hereinabove stated; that notice has been duly and regularly given of such vacation and hearings thereon duly and regularly had and the Council found and does now find that the public interest will not be prejudiced thereby, but that said vacation will enhance the public interest and welfare; that the petition for vacation should be granted with conditions as outlined in the City Engineer's report, as hereinafter recited, all of which determinations hereby are made a matter of record.

Section 2. There hereby is vacated the following described property in the city of Portland, Multnomah County, Oregon:

> All of N. W. Linnton Lane as laid out and established by Resolution No. 24204 and as widened and extended by subsequent deeds and City ordinances, and lying in Section 2, T1N, R1W, W.M.

Section 3. This vacation is made contingent and dependent upon the following conditions:

(a) This vacation is made upon the condition and with the reservation that nothing herein contained shall cause or require the removal of or abandonment of any sewer, water main, gas main, conduit of any kind, wire, pole or thing used or intended to be used for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild and/or enlarge any and all such things; that no building or structure of any kind shall be built or erected within a distance of ten feet from the center line of any such utility, except by written consent of the City Engineer and the owner of such utility first had, and that any and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director, Bureau of Building Inspection, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum amount of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereafter reconstructed, renewed, replaced and/or enlarged.

(b) That the Oregon State Highway Department assume the maintenance of the corrugated metal pipe culverts and the open ditch water course running from the easterly line of N.W. St. Helens Road to the westerly line of the Northern Pacific Railway Company right-of-way and lying approximately between Columbia River Highway Road Stations 555+50 and 557+50.

(c) The area herein vacated shall be closed off from N. W. St. Helens Road by a curb and guard rail at the expense of the Oregon State Highway Department.

Section 4. The Oregon State Highway Department shall file with the Auditor of the city of Portland an acceptance of this vacation, signed and acknowledged by its duly authorized representatives, and approved by the City Attorney as to form, and the Auditor shall file for record with the County Clerk of Multnomah County, Oregon, a certified copy of this ordinance and said acceptance thereof, as provided by law, and likewise file copies with the County Assessor and the County Surveyor of said County.

Section 5. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the city of Portland in this: In order that essential work hereunder may proceed without delay; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council NOV 21 1962

Terry D Schrunk
Mayor of the City of Portland

Attest:

Ray Smith
Auditor of the City of Portland

Order of Council
DAW:dh-11/20/62

RECEIVED
NOV 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

17 171 (2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 21, 1962

Lord Bros. Contractors, Inc.
and Lord Bros. Contractors
9233 N. Calvert Avenue
Portland 17, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962, awarded to you State Highway Contract No. [illegible] for the following project:

Grading, paving & signing on N. City Limits-St. Johns Bridge (Portland) Section of Columbia River Highway in Multnomah County.

This award was based on your low bid of $1,633,665.00 which was submitted to the Commission on November 20, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. M. Young
R. G. Savage (SI&C)
I. D. Merchant

RECEIVED
NOV 23 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

4 1- [illegible]

CERTIFIED MAIL

6193 —

November 21, 1962

Northern Pacific Railway Co.
919 Smith Tower
Seattle 4, Washington

File No. 34754
Sauvie Isl. Br.-St. Johns Br. Sec.
Columbia River Highway

Dear Sirs:

Enclosed is our State Highway Revolving Fund Check No. A027353, in the amount of $4,029.00, payable to Northern Pacific Railway Co. This represents full payment of the consideration for certain easements to be granted the State under the Agreement between the Oregon State Highway Commission and the Railway Company for the West City Limits-St. Johns Bridge Section of the lower Columbia River Highway in Multnomah County.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED
G. S. PAXSON

By
Earl F. Saling
Right of Way Office Manager

AE
blr
enc. check & receipt

cc: Mr. G. S. Paxson

RECEIVED
NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1962
FOR [illegible]
11 / [illegible] (8)

477 Cottage Street, N.E.
Salem, Oregon

6193 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 20, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

A. F. Bester
Assistant Engr. Coordinator

Oregon Project U-171(8)
West City Limits-St. Johns Bridge Section
Columbia River Highway (Portland)

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6193 to Lord Bros. Contractors, Inc. and Lord Bros., Contractors of Portland, Oregon, low bidder in the amount of $1,653,665.00 at the November 20, 1962 bid opening.

To Mr. Litchfield's November 19, 1962 letter were attached copies of the Staff Attorney's letters to utilities involved in this project. As stated in our October 29, 1962 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
11-27-62

NOTED
R. L. PORTER

RECEIVED
NOV 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1962
FOR FILING

4-1-71 (1)

6193

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
November 9, 1962

SUBJECT: West City Limits -
St. Johns Bridge Section
Columbia River Highway

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Herewith a letter of approval of the subject project as revised by our requests. This removes from present consideration the sewage disposal problem which is yet to be resolved.

In regard to these disposal areas, our last contact with the City indicated they were preparing plans for facilities to care for the effluent from the septic tanks above the highway and exploring means to finance this without confiscation of property.

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

LPS/cp

Enc.

CC: G. S. Paxson
L. I. Lindas
R. Lytle

NOTED
G. S. PAXSON

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1962
FOR [illegible]
U-171 (8)
6193

November 9, 1962

Mr. M H. Rixon, Western Manager
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Attention Mr. L. M. Jenner

Dear Sir:

Receipt is acknowledged of your letter of November 5 concerning payment of $4,029 covering encroachments on the West City Limits-St. Johns Bridge Section of the Columbia River Highway in Portland.

This voucher is being prepared and will be sent to you as soon as ready.

Very truly yours,

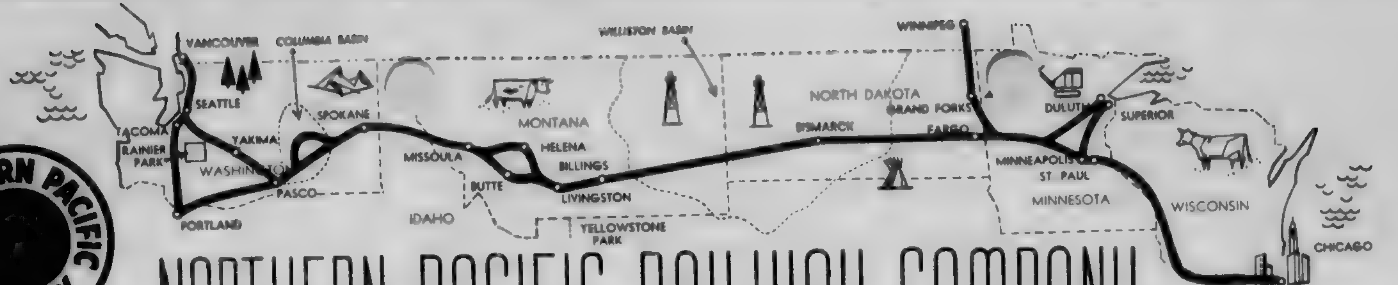
Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper



NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT
919 SMITH TOWER
SEATTLE 4, WASH.

M. H. NIXON,
Western Manager,
Industrial Development

L. M. JENNER,
C. R. WATSON,
F. R. ERWIN,
K. H. MULLIN,
Industrial Agents
V. T. KELLING,
Appraiser

November 5, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Your: West City Limits -
St. Johns Bridge Section
Lower Columbia River Highway
Multnomah County

ATTENTION: MR. G. S. PAXSON
Deputy State Highway Engineer

Dear Sir:

This refers to your letter of October 16 about the pending easement from this company to the State covering encroachments of your highway on our right of way in the vicinity of Linnton Station in Portland.

Apparently this office has not yet received your voucher for $4,029.00 to cover the consideration. Will you please submit your voucher as promptly as possible.

Yours very truly,

M. H. NIXON
Western Manager
Industrial Development

L. M. Jenner

By: L. M. JENNER
Industrial Agent

LMJ/ces

RECEIVED
NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PA

RECEIVED
NOV - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 9 1962
FOR FILING

4-171 (8)

6193

November 8, 1962

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

I am enclosing triplicate copies of the agreement between the State, the Spokane, Portland and Seattle Railway Company, and the Northern Pacific Railway Company covering the West City Limits-St. Johns Bridge Section of the Lower Columbia River Highway in Multnomah County. These have been executed by the State Highway Commission and are ready for completion by both railroads.

On page 2 of the agreement you refer to the Federal Aid Highway Act of 1944. We are now working under the Federal Aid Highway Act of 1956, and we have taken the liberty of changing the draft to show this.

It would be appreciated if completion of the agreement could be obtained as early as possible as this job will shortly be put under contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enclosures

bc Mr. Forrest Cooper
Mr. W. T. Wright
Mr. F. B. [illegible]
Mr. J. N. [illegible]

RECEIVED
NOV 1962
FOR FILE
U 171 (1)
1-193

November 8, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: West City Limits-St. Johns Bridge
Section, Columbia River Highway
R/W File 31699

Under date of October 30, you wrote concerning the agreement between the State, the Spokane, Portland and Seattle Railway Company, and the Northern Pacific Railway Company covering the above project. You questioned items 8 and 9 under the heading "Work to be Performed by the State or Its Contractor at the State's Expense".

Item 8 covers a pedestrian access from the Columbia River Highway to the Railroad-owned building used as an office by the Linnton Plywood Co-op. Such an access now exists and our construction will not change the situation.

Item 9 has to do with an access road between the parking lot north of the Linnton Plywood office and the access road to the Linnton Plywood plant. In this project we are acquiring several pieces of property from the S. P. & S. Railway Company. One of these parcels destroys the access road from the Columbia River Highway to the parking lot. We have made a total offer to the railroad company of $6,535, based upon our appraisal. In this appraisal, as a part of the consideration, is an item of $1,264 to replace the roadway. The railroad company does not have equipment or personnel to build the roadway and is agreeing to reduce the total payment by the amount of $1,264, and leave the building of the approach road to the state. This item 9 of the agreement commits us to build the road.

In your letter of October 30 you state that the Linnton Plywood office property is owned by the Northern Pacific Railway Company. This is not the case, as the ownership lies with the

Spokane, Portland and Seattle Railway Company. The ownership by the Northern Pacific Railway Company is confined to the operating right of way and does not extend to any of the industrial property.

I am obtaining estimated costs of reimbursable work from the Spokane, Portland and Seattle Railway Company and will attach these estimates to the agreement

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper
Mr. W. T. Wright
Mr. L. H. Young
Mr. C. H. Maison

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

DATE: October 30, 1962

FROM : A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

SUBJECT: Oregon Project U-171(8)
W. City Limits-St. Johns Bridge Section
Columbia River Highway in Portland

One copy of the proposed agreement between the State, the Spokane, Portland and Seattle Railway Company and the Northern Pacific Railway Company, covering the above project, was enclosed with your letter of October 22, 1962.

We have reviewed the proposed agreement and it appears generally satisfactory. However, there are questionable features that should be cleared up before it can be approved. To be eligible for Federal participation, the estimated cost of any work to be performed by the railroads must be shown in the agreement.

Concerning items 8 and 9, we should have assurance that we are not being asked to participate twice in the cost of providing access to the Linnton Plywood office, which is owned by the Northern Pacific Railway Company.

RECEIVED
OCT 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Wright

RECEIVED
NOV 14 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4-171 (2)

6173

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

November 5, 1962

File #31699 - Spokane, Portland,
and Seattle Railway
Sauvie Island Bridge -
St. John Bridge Section
Columbia River Highway
Multnomah County

Spokane, Portland, and
Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon

ATTENTION: Mr. Bill Garrett

Gentlemen:

This will confirm our phone conversation of this date and I hope will explain the necessity for revising the amount of money which I am authorized to recommend for the parcels involved on the subject file.

The offer to recommend the sum of $6,535 is hereby withdrawn and a new offer of $5,271 is substituted in its place.

To point up the fact that we had included money in our origninal offer in the amount of $1,264 to replace the roadway, I am enclosing a copy of an excerpt from our appraisal by Mr. Leroy Draper showing that amount so indicated.

It is not my policy to reveal the contents of an appraisal to the Grantors but since the construction agreement obligates the State to construct the subject roadway, then I feel that you are entitled to see that we actually did include it in our earlier offer and it would not be aquitable to you or the public to expend monies twice for the same item.

NOTED
G. S. PAXSON

11-13-62

Send photocopy
to Mr. Paxson.
WTW

RECEIVED
NOV - 8 1962
RIGHT OF WAY

NOTED
W. T. WRIGHT

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

I regret the necessity to take this action but since I did not know the contents of the construction agreement at the time of our conversations, I know of no other way to resolve the question.

Very truly yours,

H. V. Jackson
Right of Way Agent

HVJ:lo

Enclosure

cc Mr. Lindas
Mr. Wright
Mr. Parson

RECEIVED
NOV 30 1962

FOR FILING
[illegible]

6193

Salem, Oregon
November 2, 1962

Agenda Item 4-s

RAILROAD COMPANIES
FILE No. 600

Mr. Forrest Cooper
State Highway Engineer
Office

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Attached are three copies of an agreement between the State Highway Commission, Spokane, Portland and Seattle Railway Company and the Northern Pacific Railway Company covering construction of Portland City Limits-St. Johns Bridge Section of Lower Columbia River Highway in Portland. These copies have been executed by the State Highway Commission and are now ready for execution by the Railway Companies.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

RECEIVED
OCT 31 1962
FOR FILING

4-171 (8)

6193

October 31, 1962

Oregon State Highway Commission

Gentlemen:

There will be before you at the November 1 meeting three copies of a tri-party agreement between the State, the Spokane, Portland and Seattle Railway Company, and the Northern Pacific Railway Company, covering the construction of the Portland City Limits-St. Johns Bridge Section of the Lower Columbia River Highway in Portland.

This agreement supplements a previous easement granted by the Northern Pacific Railway Company and approved by the Commission covering encroachments upon Northern Pacific property. The present agreement is the construction agreement necessary for prosecution of the work. Your approval and execution of the agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query - Please return agreements to Mr. Paxson for
G. S. Paxson transmittal to the Railroad
Victor D. Wolfe

RECEIVED
OCT 30 1962
FOR FILING

G-171 (8)
G.193

477 Cottage Street, N.E.
Salem, Oregon

October 29, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-DA

Oregon Project U-171(8)
West City Limits-St. Johns Bridge Section
Grading, paving and signing

P. S. and E. documents and June 9, 1961 agreement with the city of Portland for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's October 19, 1962 letter with the expectation that all parcels will be available for occupancy and contractor's use prior to award. Approval of the city agreement is with the understanding that modifications will be made in your September 11, 1944 city of Portland maintenance agreement and supplements thereto in accordance with Mr. Porter's October 25, 1962 letter.

Mr. Paxson's October 22, 1962 letter furnished a copy of the proposed S.P. & S.-N.P. railroad agreement for the project which is being reviewed by this office. An estimate of cost for the work to be performed by the railroad has not been included in the agreement or the project estimate. Such work undertaken prior to your submission of an estimate therefor, requesting and obtaining our specific authorization to proceed therewith, must be on a non-participating basis.

Your August 22, 1962 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate and further advice on status should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

A project sketch map has not been submitted for the subject project. This map should be submitted in accordance with PPM 21-2 before final concurrance.

original To Young
10-30-62

NOTED
[illegible]

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 1962
FOR FILING

U-171 (8)

6193

477 Cottage Street N.E.
Salem, Oregon

October 29, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Federal-aid Urban Program

In reference to your letter regarding the addition of Item 130 to the captioned program. Our Portland Regional office has approved the item shown below, effective October 29, 1962:

Item	Project	Location	Work
130	U-171(8)	W. City Limits-St. Johns Bridge (Portland)	Grade, pave

You may proceed with the utility preparatory work as governed by IM 30-3-61 effective this date.

This approval includes 3.47 miles of highway construction at a total estimated cost of $1,370,000, of which $830,000 is reserved from the captioned program's funds. This action leaves an urban funds unprogrammed balance of $1,255,979.

original To Young
11-2-62

NOV 1 1962
[illegible]

NOTED
[illegible] PORTER

RECEIVED
OCT 26 1962
FOR FILING
U-171 (8)

6193

October 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Oregon Project U-171(8)
West City Limits-St. Johns Bridge Section
City of Portland Agreement

Dear Sir:

In reply to your letter of October 8, 1962, regarding the subject agreement and the 1944 maintenance agreement between the State and City of Portland, John Graham of the County and City Relations Division has contacted Mr. Fred T. Fowler, Highway Engineering Coordinator for the City of Portland, regarding the subject project and the 1944 agreement.

As a result of this discussion it was agreed that a revision of the 1944 agreement and several supplements thereto should be revised and amended, particularly as to sign and building encroachments, in accordance with your requirements and incorporated into one agreement. This will be done in the near future.

It is hoped that this agreement revision will be satisfactory in clearing the subject project for receiving bids.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

JDG:mm

cc: H. S. Cox
Forrest Cooper

NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

919 SMITH TOWER
SEATTLE 4, WASH.

M. H. NIXON,
Western Manager,
Industrial Development

L. M. JENNER,
C. R. WATSON,
F. R. ERWIN,
K. H. MULLIN,
Industrial Agents
V. T. KELLING,
Appraiser

October 3, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Your: West City Limits -
St. Johns Bridge Section
Lower Columbia River Highway
Multnomah County

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Please refer to our letter of August 28 about proposed Easement R.W. 6520 (W-14831) from this company to the State of Oregon covering certain parcels in the vicinity of Linnton.

We assume this matter is receiving your attention and that you will soon execute and return the original and duplicate original of the easement if it is satisfactory.

Yours very truly,

M. H. Nixon
Western Manager
Industrial Development

L. M. Jenner

By: L. M. Jenner
Industrial Agent

LMJ:rgg

RECEIVED
OCT 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1962
FOR FILING

Const
R/W
Col. R. Hwy (Power)

Salem, Oregon
September 11, 1962

West City Limits-St. Johns Bridge
Section
Columbia River Highway
Portland

Mr. L. I. Lindas
Chief Counsel
BUILDING

I attach hereto duplicate copies of an agreement between the State and the Northern Pacific Railway Company covering easements upon the Company's right of way. I also attach a copy of a letter from the Bureau of Public Roads which has also reviewed this agreement. The agreement has been reviewed by Mr. Hershberger and I attach his letter of comment.

The offer of $4,029 to the Railway Company for these encroachments was based upon appraisals of adjoining property. The area involved includes only the area actually occupied by our roadways and does not include the area occupied by the slopes of the embankment.

The major portion of these encroachments is for a future project which has not been programed by the Bureau and it has been decided that we will not ask for participation in the cost of this right of way. I request that you show your approval of the agreement upon both copies and return them to me for presentation to the Highway Commission.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. G. S. Paxson

DATE: September 11, 1962

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-171(8)
West City Limits-St. Johns Bridge Section
Lower Columbia River Highway

Forwarded with your August 30, 1962 letter was a copy of a proposed easement covering encroachments on Northern Pacific Railway Company right-of-way on the above project.

Form of the easement is satisfactory. However, if Federal participation in the costs of encroachments are desired, completion of appraisals, that are documented and reviewed in accordance with paragraphs 5h and 5j of Policy and Procedure Memorandum 21-4.1, will be necessary.

Also, the bulk of the easements, particularly those for the frontage road, are not yet authorized and therefore not eligible for Federal participation.

The copy of the easement forwarded with your August 30 letter is returned herewith as requested.

Attachment

RECEIVED
SEP 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1962

SUBJECT: Easement of Northern Pacific
Railroad Company
W. City Limits-St. Johns Bridge Sec.
(Portland)
Lower Columbia River Highway
Multnomah County
File No. 34754

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

L

Comments upon subject easement:

1. We are obtaining slope easements over 2.686 acres of Northern Pacific land for which we are paying $4,029; appraised value is $1,500 per acre.

2. Said easement is so cluttered with reservations to the railroad that it is not very clear just what rights state obtains for $4,029.

> If this is the appraised value of the land, why should we not obtain all the rights of the railroad company the same as if we took the fee--we pay the equivalent value of the land.

3. Paragraph III must have an added sentence similar to that added to that added to all of Southern Pacific Company paragraphs dealing with admittance of utilities by state within highway rights of way.

> Suggest--"However, said restriction upon State in admittance of utilities within its right of way, including the area described by this easement, is subject to Oregon legislative enactments (see ORS 758.010) which precede the reservation herein made to Northern Pacific."

4. Paragraph V, line 3, refers to combustible materials "carried by the traveling public." Although this is not actually objectionable, it would be more accurate to say "carried by highway traffic." It could

REFERRED 9-7-62
TO Larson
FOR Your Info
LEONARD I. LINDAS

be argued that commercial haulers of combustibles are not "traveling public"; whereas, they are a normal component of "highway traffic."

5. More objectionable is Paragraph VI. We are paying the equivalent value of the fee for the area covered by the easement. Why should we take subject to the right of the railroad to cast snow upon the property with none of state's removal costs of same being chargeable to the railroad? And state in turn being required to remove snow from its right of way without depositing any upon the railroad?

6. Paragraph XI would indicate that all state obtains for its money is a mere right to be there and is subject to any and all demands of the railroad for future use or expansion. The requirement that state must build structures either to retain its slopes due to railroad excavation or build supports to otherwise protect the slope from railroad activity within the area for which we are paying $4,029; and further that railroad may fill portions of the easement area and infringe upon and over the highway slopes.

7. It is my understanding that if the state condemns property that it obtains all the rights in the property held by the defendant. We are not getting any close equivalent of those rights here.

Jim Kuhn raised a query if this was railroad operating property which would not be subject to condemnation. I am not informed as to either of these matters.

8. Northern Pacific should again be furnished with copies of the usual signature lines required by the Department for its agreements and easements and asked to include same in a re-draft of the easement.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments

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G 31 1962
FOR FILING
[illegible]
[illegible]
[illegible]

August 30, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: West City Limits-St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

I am attaching a copy of a proposed easement covering encroachments on the Northern Pacific Railway Company's right of way in the vicinity of Linnton. It would be appreciated if you would examine this easement and advise as to your approval.

I would call your attention to the first paragraph of this easement, calling for the payment by the State of $4,029 covering the encroachments. This payment covers only the longitudinal encroachments shown in red on the map which accompanies the easement. It does not include easement for slopes, for the grade crossing, or for construction easements where we improve the roadway up to an existing crossing. The longitudinal encroachments, shown in red, cover the area occupied by the roadway surface and shoulders. Slope encroachments are shown in yellow. There are 2.686 acres in the longitudinal encroachments and our appraisal, based upon other purchases in this area, places a value of $1,500 per acre for the property.

You will also note in Article X of the easement that the construction details will be covered by an agreement with the Spokane, Portland and Seattle Railway Company as it is the operator of rail equipment over this track.

Upon completion of your examination, please return this copy of the easement to me for presentation to the State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

bc Mr. Forrest Cooper Mr. F. B. Klaboe

Salem, Oregon
August 30, 1962

Mr. L. I. Lindas
Chief Counsel
BUILDING

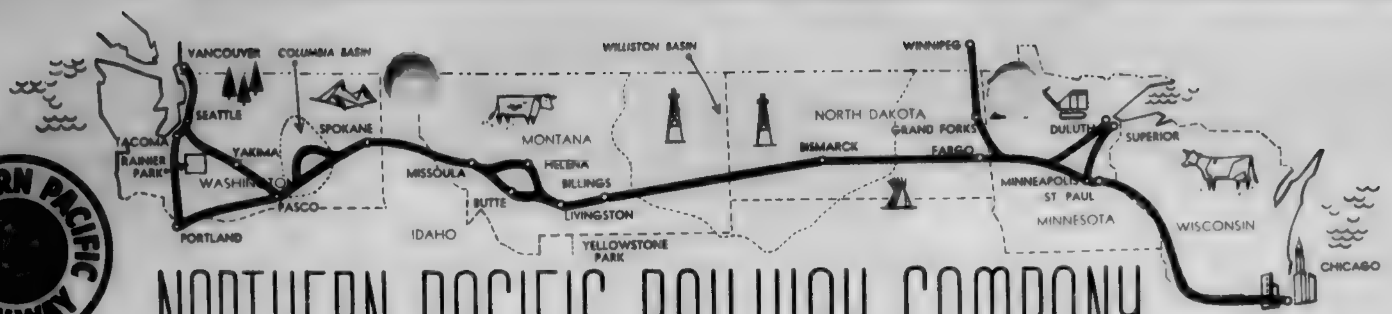
Herewith an easement from the Northern Pacific Railway Company covering encroachments upon its right of way on the West City Limits-St. Johns Bridge Section of the Lower Columbia River Highway in Multnomah County. It would be appreciated if you would examine this easement and if it meets with your approval, so note upon the copy. An additional copy is now with the Construction Division and I will furnish this to you for your endorsement.

You will note that the easement calls for the payment of $4,029 for the encroachments. This covers only the longitudinal encroachments shown in red on the accompanying map and covers that area actually occupied by the roadway surface and shoulders.

The area involved is 2.686 acres. Mr. Wright's appraisers set a value of $1,500 per acre upon this property.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.



NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

M. H. NIXON,
Western Manager,
Industrial Development

919 SMITH TOWER
SEATTLE 4, WASH.

L. M. JENNER,
C. R. WATSON,
F. R. ERWIN,
K. H. MULLIN,
Industrial Agents
V. T. KELLING,
Appraiser

August 28, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Your: West City Limits -
St. Johns Bridge Section
Lower Columbia River Highway
Multnomah County

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

This confirms a recent telephone conversation about proposed Easement R.W. 6520 (W14831) from this company to the State of Oregon covering certain parcels in the vicinity of Linnton.

We attach the original, the duplicate original and an extra copy of a revised draft of easement setting forth $4,029 as the consideration. Please execute the original and duplicate original and return them for completion, after which we will mail one of them back to you.

Yours very truly,

M. H. Nixon
Western Manager
Industrial Development

L. M. Jenner

By: L. M. Jenner
Industrial Agent

LMJ:rgg
encl.

RECEIVED
AUG 30 1962
OREGON
STATE HIGHWAY COMMISSION

9

RECEIVED
[illegible] 1962
FOR FILING
9-171 (8)

477 Cottage Street N.E.
Salem, Oregon

October 8, 1962

6173

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0
A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project U-171(8)
West City Limits - St. Johns Bridge Section
City of Portland Agreement

Your June 9, 1961 agreement with the City of Portland covering the subject project has been reviewed by this office.

We note that paragraph 5 under RECITALS of your September 11, 1944 maintenance agreement with the City of Portland indicates that the city has exclusive right to grant franchises on this section. You have acquired right-of-way for widening the existing facility with our participation therein. Under these circumstances, we understand that you have franchise rights; however, the June 9, 1961 agreement does not appear to modify the previous agreement on this point.

Paragraphs 11 and 14 under THINGS TO BE DONE BY THE CITY of your September 11, 1944 agreement appear to allow the granting of permits for advertising and neon signs extending over the sidewalk or beyond the curb lines. Paragraph 12 of the same section indicates that exceptions may be made to use of the right-of-way by filling stations or other private business, when in the opinion of the Highway Commission and the City officials, public interests will be served by such use or will not be adversely affected. Your June 9, 1961 agreement does not appear to modify the previous agreement on such violations of Federal regulations.

Your June 9, 1961 agreement does not include a statement that future changes in the agreement or control measures require prior approval of the Public Roads' Division Engineer in accordance with IM 21-10-60.

Prior to our authorization to advertise the West City Limits-St. Johns Bridge project, evidence that a satisfactory supplemental agreement has been reached or clarification of the question raised herein should be furnished to this office.

Original To Cox
10-24-62

[illegible]

RECEIVED
OCT 4 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

4-171 (8)

6173-

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 1, 1962

1784
2011

Mr. Stanley W. Earl
Commissioner of Public Affairs
City of Portland
Portland, Oregon

Dear Mr. Earl:

File No. 34632-Linnton Fire Station No. 27
Sauvie Island Bridge-St. Johns Bridge Section
Columbia River Highway - Multnomah County

This will acknowledge your letter of September 19, 1962, addressed to Mr. Mayhew and authorizing entry upon the Linnton Fire Station property; subject to the terms and conditions of Mr. Ahern's letter of September 14. On behalf of the State Highway Commission, I accept the Permit of Entry as set forth in your letter.

Please accept our thanks for the prompt and effective action upon our request, and for the diligent effort of Mr. Ahern which made this possible.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:GN

cc Mr. Orvin E. Ahern, Jr.
Mr. R. L. Porter
Mr. S. N. Mayhew
Mr. L. I. Lindas

RECEIVED
OCT 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 28 1962
FOR FILING
U-171(6)

6193

477 Cottage Street N.E.
Salem, Oregon

September 27, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project U-171(6)
Portland Urban Boundary-St. Johns Bridge Section
Parcel 34632, City of Portland Fire Station

By letter dated August 13, 1962 we approved Federal participation in the State's proposed right of way settlement with the City of Portland in the amount of $10,800.00. Right of Way Engineer Walter Wright's letter of August 29, 1962 presented additional information that requested our participation in the entire cost to re-establish the City's fire station. The estimated cost of such re-establishment was $19,900.00. It is understood that such costs of re-establishment do not include betterments and will restore the existing fire station apparatus room to its present operation.

We will approve Federal participation in the cost of restoring the apparatus room on the basis of Scheme No. 1 with the understanding that similar materials and appointments will be used in the new construction. Our participation will be on the basis of the lowest responsible competitively submitted bid. If the City prefers to build a larger apparatus room with betterments, a segregation of materials and labor applicable to Scheme 1 would have to be made, based on unit bid prices. Our participation would include the 8% architectural and engineering fees incidental to the reconstruction.

We will approve Federal participation in cost of land based upon the original appraisal estimates in your files. This would include 75' of additional frontage or approximately 5,213 square feet of land at $0.50 or $2,600.00 (rounded).

Original To Wright
9-28-62

NOTED
R. L. PORTER

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SEP 20 1962
FOR FILING
Const
R/W
Col R Hay [illegible]

Appr.

September 18, 1962

R/W File 34754

Oregon State Highway Commission

Gentlemen:

There will be before you at the Commission meeting on Thursday, September 20, duplicate copies of an agreement between the State and the Northern Pacific Railway Company granting easements for the construction of the West City Limits-St. Johns Bridge Section of the Columbia River Highway in Portland.

The agreement has been reviewed and has been found to be satisfactory. It involves the payment to the Railway Company of $4,029 for the areas actually occupied by our highway construction. This payment is substantiated by appraisals.

Your approval of the agreement and the granting of authority to the Secretary to sign for the Commission is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
cc G. S. Paxson
Victor D. Wolfe
L. I. Lindas
C. H. Maison

GSP Query - Please return the agreements to Mr. Paxson for transmittal to the N.P. after approval by the Commission.

9

RECEIVED
SEP 14 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

4-171 (8)

6173 -

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
R. L. PORTER

September 13, 1962

Mr. [illegible]vin E. Ahern, Jr.
Right of Way Agent
City of Portland
City Hall
Portland, Oregon

Dear Mr. Ahern:

File No. 34632 - Linnton Fire Station
Sauvie Island Bridge - St. Johns Bridge Section
Columbia River Highway - Multnomah County

Confirming our telephone conversation yesterday, relative to acquisition by the State of a portion of the Linnton Fire Station site, we request that you place before the City Council for consideration the following proposal:

1. The City to convey to the State Highway Commission, the areas heretofore described to you totaling 2,300 square feet.

2. State to pay City on a cost-to-cure formula for land and damages. The cost-to-cure is agreed to represent $5,600 for replacement lands, plus an amount to be determined, reflecting a restoration of an apparatus room equal in size to that existing; as more particularly set forth in scheme one, Drawing dated May 1, 1962.

The cost of scheme one to be determined by a mutually agreed segregation of quantities and the application of unit prices bid in open competition, upon whatever scheme of reconstruction the City may elect to contract.

Segregation of quantities and establishment of the State's share of cost to be performed immediately after acceptance of bids by the City, and the total sum representing cost-to-cure to be processed for payment in the normal course of business immediately thereafter.

RECEIVED
SEP 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Should this proposal meet the approval of the Council, we request that it be treated upon an emergency basis, and that a Permit of Entry be issued authorizing the State to proceed immediately with construction upon the City-owned lands under the terms and conditions heretofore outlined.

Very truly yours,

L. I. Lindas
Chief Counsel

BY

Walter T. Wright
Right of Way Engineer

WTW:SM

cc Mr. Porter
Mr. Lindas
Mr. Mathias

477 Cottage Street N.E.
Salem, Oregon

September 11, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. G. S. Paxson

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project U-171(8)
West City Limits-St. Johns Bridge Section
Lower Columbia River Highway

Forwarded with your August 30, 1962 letter was a copy of a proposed easement covering encroachments on Northern Pacific Railway Company right-of-way on the above project.

Form of the easement is satisfactory. However, if Federal participation in the costs of encroachments are desired, completion of appraisals, that are documented and reviewed in accordance with paragraphs 5h and 5j of Policy and Procedure Memorandum 21-4.1, will be necessary.

Also, the bulk of the easements, particularly those for the frontage road, are not yet authorized and therefore not eligible for Federal participation.

The copy of the easement forwarded with your August 30 letter is returned herewith as requested.

Attachment

RECEIVED
SEP 11 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LLOYD MAXEY, SECRETARY
SALEM

G-171 (8)

6193

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 11 1962
LEGAL & RIGHT OF WAY

5821 N. E. Glisan Street
Portland 13, Oregon
September 10, 1962

Commissioner William A. Bowes
1220 S. W. Fifth Avenue
Portland, Oregon

1754
6011

File No. 31705 -
Richfield Oil Company
Sauvie Island Bridge -
St. Johns Bridge Section
Columbia River Highway
Multnomah County

Dear Commissioner Bowes:

The widening of the Columbia River Highway, through the Linnton area to the West City limits, will reach the contract letting stage in the immediate future--probably within 30 days. As a part of this project our engineering has made every effort to improve traffic conditions through this area and as a part thereof to reduce the number of dangerous accesses to the improved highway.

Linnton Lane, as it now exists, could be vacated in its entire length due to a limited ownership of abutting property. All such property now possible to be served by Linnton Lane will be served by the new street and road system.

To permit the State and/or its contractors to immediately get started after the letting of contracts, it would be very much appreciated if the City Council sees fit to vacate Linnton Lane and that the Council do so under an emergency status to eliminate any possible conflicts.

Very truly yours,

/s/

LLOYD P. SHAW
Metropolitan Engineer

LPS:jl

cc Mr. L. I. Lindas
Mr. W. T. Wright
Mr. G. S. Paxson
Mr. F. D. Morgan
Mr. R. F. Lytle

NOTED
G. S. PAXSON

RECEIVED
SEP 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

2

FORM E-30 80M 11-61 40290

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1962

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

SUBJECT: Easement of Northern Pacific
Railroad Company
W. City Limits-St. Johns Bridge Sec.
(Portland)
Lower Columbia River Highway
Multnomah County
File No. 34754

Comments upon subject easement:

1. We are obtaining slope easements over 2.686 acres of Northern Pacific land for which we are paying $4,029; appraised value is $1,500 per acre.

2. Said easement is so cluttered with reservations to the railroad that it is not very clear just what rights state obtains for $4,029.

> If this is the appraised value of the land, why should we not obtain all the rights of the railroad company the same as if we took the fee--we pay the equivalent value of the land.

3. Paragraph III must have an added sentence similar to that added to that added to all of Southern Pacific Company paragraphs dealing with admittance of utilities by state within highway rights of way.

> Suggest--"However, said restriction upon State in admittance of utilities within its right of way, including the area described by this easement, is subject to Oregon legislative enactments (see ORS 758.010) which precede the reservation herein made to Northern Pacific."

4. Paragraph V, line 3, refers to combustible materials "carried by the traveling public." Although this is not actually objectionable, it would be more accurate to say "carried by highway traffic." It could

REFERRED 9-7-62
TO Larson
FOR Your Info
LEONARD I. LINDAS

be argued that commercial haulers of combustibles are not "traveling public"; whereas, they are a normal component of "highway traffic."

5. More objectionable is Paragraph VI. We are paying the equivalent value of the fee for the area covered by the easement. Why should we take subject to the right of the railroad to cast snow upon the property with none of state's removal costs of same being chargeable to the railroad? And state in turn being required to remove snow from its right of way without depositing any upon the railroad?

6. Paragraph XI would indicate that all state obtains for its money is a mere right to be there and is subject to any and all demands of the railroad for future use or expansion. The requirement that state must build structures either to retain its slopes due to railroad excavation or build supports to otherwise protect the slope from railroad activity within the area for which we are paying $4,029; and further that railroad may fill portions of the easement area and infringe upon and over the highway slopes.

7. It is my understanding that if the state condemns property that it obtains all the rights in the property held by the defendant. We are not getting any close equivalent of those rights here.

Jim Kuhn raised a query if this was railroad operating property which would not be subject to condemnation. I am not informed as to either of these matters.

8. Northern Pacific should again be furnished with copies of the usual signature lines required by the Department for its agreements and easements and asked to include same in a re-draft of the easement.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments

RECEIVED
AUG 28 1962

FOR FILING

u-171 (1)

6193

August 28, 1962

Mr. E. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Re: West City Limits-St. Johns
Bridge Section
Columbia River Highway

As discussed by telephone yesterday, I am enclosing two prints each from portions of the construction plans for the above-captioned section. These are Sheet 1, which is the title sheet; Sheet 8, which shows the alignment of the connection to the existing grade crossing of the tracks near the plywood company; and Sheet15 B, which shows the grade line of this connection, the LPR line.

Our specifications will provide that the new connection be completed and open to traffic prior to any interference with traffic on the existing connection.

With this information before you, it would be appreciated if you would grant us permission to enter upon your property prior to the time that the dealings with the Department for the encroachments are concluded.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.
bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. H. Young
Mr. W. T. Wright
Mr. F. B. Klaboe

FORM E-129X—100M 4-62

COMMISSION
GLENN L. JACKSON, CHAIRMAN
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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AUG 28 1962
FOR FILING

4-771 (1)

C193

August 27, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Right of Way Status
City Limits-St. Johns Bridge
Columbia River Highway

All right of way or right of entry has been obtained with the following exceptions:

File No. 31706 - Malarkey	$40,000.00
File No. 34632 - City of Portland	10,800.00
TOTAL	$50,800.00

We are presently negotiating with the owner on file number 31706 upon the possibility of an entire taking. In the event of our failure to agree by negotiation, we are preparing and are ready to make a filing on the property before the date of bid opening. The taking under this file consist of a slope easement and access rights.

Negotiations are continuing with the City of Portland on file number 34632 which involves the Linnton Fire Station. We have recently been authorized by your office to $10,800. The City has, at least tentatively, rejected this offer and a meeting with City officials is scheduled for this week. We will have a settlement or a Permit of Entry prior to the date of bid opening.

Very truly yours,

L. I. Lindas
Chief Counsel

NOTED
ASSISTANT COUNSEL

By

Walter T. Wright
Right of Way Engineer

RECEIVED
AUG 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

WTW:SM

cc Mr. L. I. Lindas

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AUG 16 1962
FOR FILING

U-171 (1)

"

6143

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 13, 1962

F. Dec, Assistant Division Engineer
Salem, Oregon

08-35.7

Oregon Project U-171(6)
Portland Urban Boundry-St. Johns Bridge Section
(Parcel 34632, City of Portland Fire Station

Right-of-Way Engineer Walter T. Wright's letter of August 7, 1962 requested a determination as to the extent of Federal participation in a proposed right-of-way settlement of $10,800.00. The proposed settlement is based upon the State's estimate of $14,910.00 which represents the cost of constructing a new wing on the existing fire station. From this amount a deduction for betterments has been made in the amount of $6,920.00. The State's estimate includes one-half the cost of additional land in the amount of $2,800.00.

After reviewing the studies made by Mr. Wright and the expert opinion of the Oregon Insurance Rating Bureau we will approve for Federal participation, a right-of-way settlement that does not substantially exceed $10,800.00.

original To Wright
8-14-62

MR. FORREST COOPER

RECEIVED
AUG 8 1962
FOR FILING

4-171 (A)

6173

Spec

1754
2" "

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 7, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 34632
Sauvies Island Bridge-St.
St. John's Bridge
Columbia River Highway

Dear Sir:

Mr. Mathias has requested that I set forth, in letter form, the proposal for a settlement of the Linnton Fire Station file. We ask your determination as to the extent of participation by Public Roads in a settlement.

Negotiation on this file has been under way for some time. We initially took the position that the Fire Station could continue to operate without change, following our additional taking from the frontage. Under instruction, our appraisers have based their work upon that assumption. The City has contended that this is not true; that it is necessary to rebuild the engine room and reorient it, in order that the station may continue to function properly. They support their position with statements from the acting Fire Chief and from the Chief Engineer of the Oregon Insurance Rating Bureau.

Under our initial position, we have offered to the City $2,850 as full compensation for taking and damage. The City has countered with a demand for $20,700, which represents their estimate of the deficiencies created by our taking. In view of the representations by the Fire Chief, and the Oregon Insurance Rating Bureau, we have reconsidered our position and concede the probable necessity of reorganizing the layout of the existing fire station.

AUG 1962

NOTED
FORREST COOPER

We have checked the cost estimates of the reorganization plans and find the City's estimate to be accurate. I am proposing an effort toward a compromise settlement along these lines:

New Construction (our estimate)	$14,910.00
Betterment (added area) deduct	- 3,500.00
	$11,410.00
Betterment (obs. and depr. 30% per our fee appraiser) deduct	-$ 3,420.00
State share, construction costs	$ 7,990.00

In addition to the building cost of $7,990, I believe that we should halve with the City, the $5,600 cost of the additional land required. All the land is required to accommodate the revised layout; however, the added land materially improves an obsolescent site. Hence, my proposal that the City share the cost.

In summary, I am proposing that we offer a payment of approximately $10,800 as a fair share of the cost of the changes necessitated by our taking. I have no assurance that the City will modify its position or previous demand.

Our file more fully covers the various points involved in this matter, including building remodeling plans and estimates; and we would be glad to make it available for your study.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mm

cc: Mr. Forrest Cooper
Mr. L. I. Lindas

RECEIVED
[illegible] 5 1962
FOR FILING

4-171 (8)

6173

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
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PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1962

Commissioner William A. Bowes
City Hall
Portland, Oregon

Dear Commissioner Bowes:

The State plans to reconstruct a section of the Lower Columbia River Highway approximately from the west approach to St. Johns Bridge to the City Limits. Involved in this project are the relocations of several industrial entrances serving the various oil company tank farms and adjacent areas.

We are about to reach a negotiated settlement with the Richfield Oil Co. based on a plan which relocates their entrance and combines it with an entrance to the Linnton Plywood Co. As part of the settlement, the State would construct to the level of existing Linnton Lane from which point the Richfield Oil Co. would construct their own entrance road to their office and tank farm.

Our plans indicate vacation of Linnton Lane to the end that Richfield be given a free hand in constructing their driveway as suits their needs. Linnton Lane was originally established to serve several small buildings, probably residences, which no longer exist, and the properties on which they were located have been combined into the Richfield holdings. Linnton Lane is adjacent to the right of way of the Northern Pacific Railroad but was not taken from the railroad right of way area. Presumably vacation of Linnton Lane would require the consent of the Northern Pacific but they would not share in any reversional rights resulting from the vacation.

Richfield has indicated that they are not satisfied with the statement the State has been able to make to this date, that it is the State's intention that Linnton Lane be vacated. They have made it plain that some more positive proof of action is necessary.

RECEIVED
JUL 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

To the end that our negotiation with Richfield may be consummated at the earliest possible date, the State is requesting that the City initiate vacation proceedings of Linnton Lane. A portion of our plans is included herewith showing the Linnton Lane dedication in color. Mr. Ahern has followed this Richfield negotiation through our contacts with him and is familiar with the situation.

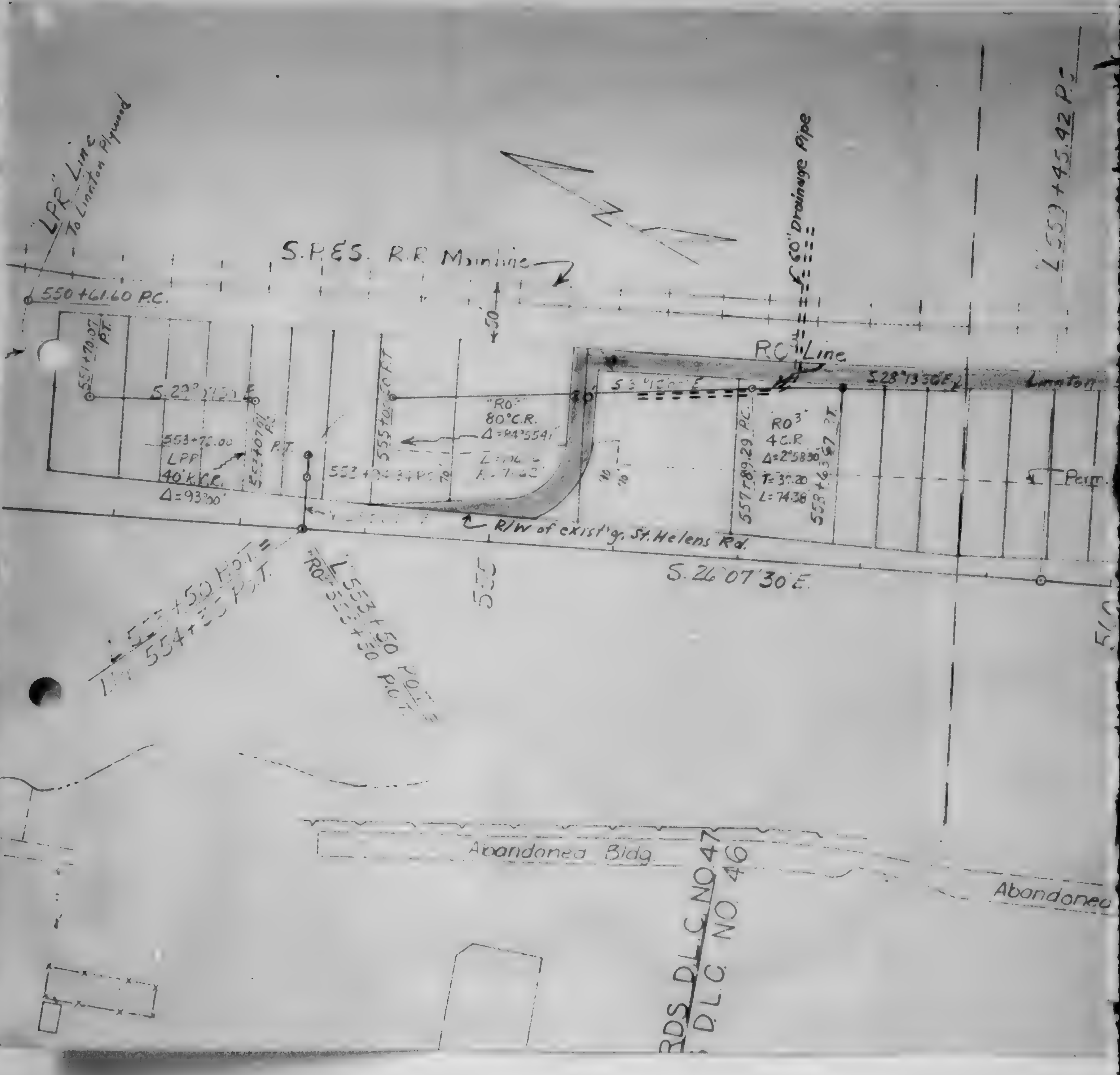
The State has for over a year been in a position of promising the people of the Linnton area that this project would get underway as promptly as possible, and we're very desirous of placing it up for bid September 19. If it is possible for the City to begin vacation proceedings on Linnton Lane to the end that we may settle our deal with Richfield Oil Col, we will be most appreciative.

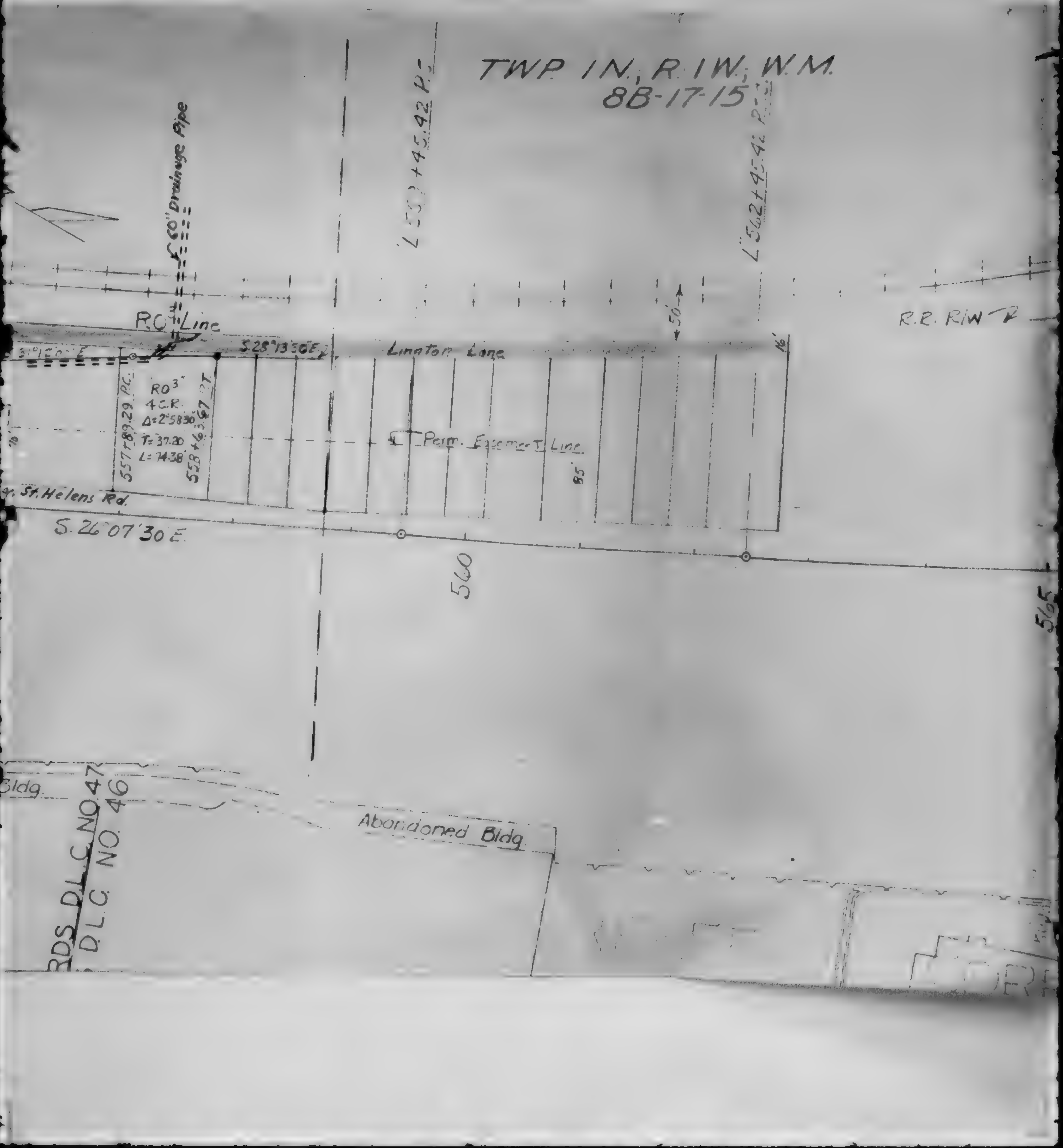
Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
Encl.
cc: G. S. Paxson
Frank Morgan
S. N. Mayhew
Richard Lytle


"LPR" Line
To Linnton Plywood
S.P.&S. R.R. Mainline
550+61.60 P.C.
551+70.07 P.T.
S. 29° 17'30" E.
553+72.00
LPP
40° k.C.R.
Δ=93°30'
553+07.01 P.C.
P.T.
50
555+02.50 P.T.
"RO"
80°C.R.
Δ=84°55'41"
553+94.34 P.C.
R/W of exist'g. St. Helens Rd.
60" Drainage Pipe
RO Line
S. 34°12'00" E.
557+89.29 P.C.
RO
4°C.R.
Δ=2°58'30"
T=37.20
L=74.38
558+63.67 P.T.
S. 28°13'30" E.
Linnton
Perm.
L 553+45.92 P.
S. 26°07'30" E.
L 553+50 P.O.T. = LPP 554+35 P.O.T.
L 553+50 P.O.T. = "RO" 553+50 P.O.T.
555
Abandoned Bldg.
Abandoned
RDS D.L.C. NO. 47
D.L.C. NO. 46


TWP. 1N., R.1W., W.M.
8B-17-15
L 559+45.42 P.
L 562+45.42 P.
60" Drainage Pipe
R.O. Line
R.R. R/W
S.28°13'30"E.
Lington Lane
50'
16'
RO 3"
4 C.R.
Δ=2°58'30"
T=37.20
L=74.38
557+89.29 P.C.
558+63.67 P.T.
Perm. Easement Line
85'
St. Helens Rd.
S.26°07'30"E.
560
565
Bldg.
DLC NO 47
D.L.C. NO. 46
Abandoned Bldg.

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JUL 1962
FOR FILING
U-1.71 (1)
U193

July 6, 1962

Spec

Mr. M. H. Nixon, Western Manager
Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Dear Sir:

Re: West City Limits-St. Johns Bridge Section
Lower Columbia River Highway
Multnomah County

Under date of June 18 you wrote me concerning the easements on the above-captioned section. We have decided to terminate our present project before coming to the point where the service road along the northeast railroad right of way would be involved, and for a future project we are investigating the possibility of moving farther to the north, entirely off your right of way.

Our present project will involve the slope easement shown on your map A. C. E. 932, dated June 26, 1961, as between your stations 300+75 and 303+00, and also the temporary construction easement at present crossings of your track at your stations 296+80, 331+72, and 380+55. The City of Portland is very anxious that we get this project on, and it would be appreciated if you would prepare an easement agreement for these three construction encroachments and for the one slope encroachment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
bc Mr. Forrest Cooper
Mr. Fred Klaboe

RECEIVED
JUN 30 1962
FOR FILING

4-171 (8)
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6193

Salem, Oregon
June 20, 1962

West City Limits-St. Johns Bridge
Section
Lower Columbia River Highway
Multnomah County

Mr. L. I. Lindas
Chief Counsel
BUILDING

We are so far apart in the value of property which we have to acquire from the Northern Pacific Railway Company for the service road on the north side of the company's tracks in the subject section that I see no recourse other than condemnation.

I am attaching the original of a letter dated March 30, 1962, from the Northern Pacific Railway Company setting a value of $11,800 upon the property. You have in your files a copy of my reply dated May 1, in which we offered $4,029 for the property and detailed the reasoning upon which this value was established. I also attach the original of a letter received from the Northern Pacific dated June 18, 1962, rejecting the offer of $4,029 and insisting upon the original evaluation.

I would suggest that you obtain the necessary authority for the filing of a condemnation suit and proceed against the railway company.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

M. H. NIXON,
Western Manager,
Industrial Development

[illegible] SMITH TOWER
SEATTLE 4, WASH.

[illegible] M. JENNER,
C. R. WATSON,
F. R. ERWIN,
K. H. MULLIN,
Industrial Agents

June 18, 1962

Mr. Forrest Cooper
State Highway Engineer
OREGON STATE HIGHWAY DEPARTMENT
Salem 10, Oregon

Attention: Mr. C. S. Paxson, Deputy State Highway Engineer

Dear Sir:

This refers to your letter dated May 1st regarding West City Limits - St. Johns Bridge Section, Lower Columbia River Highway, Multnomah County, and particularly to the matter of the charge which we have proposed for the easement which you require.

At the outset, I would like to state that the sum which you have offered, $4029.00, is totally unacceptable to our company and that we must insist that the value of this easement is $11,800, as set forth in my letter to you of March 30th. For assurance that we are not taking an arbitrary stand, I have had our appraiser review his appraisal and we are certain that the $1500 per acre, which your appraiser has established as a reasonable value, does not take into consideration recent sales. In my estimation, the market establishes the value and $1500 is way off on any sales that we can find in this area.

You have placed considerable emphasis on the value of your slopes to us in connection with the second track. Modern railroading is getting away from double-track operations except in cases of extremely high traffic density. This certainly is not the case

Original letter
to Mr. Linden with
Mr. Paxson's memo of June 20, 1962

on the line in question. Your slopes have absolutely no value to us in connection with any additional trackage. If we were ever to construct an additional track, it would be on the other side of the service road to serve the potential industrial property along the river. Therefore, we want compensation both for the service road and for the slopes.

Please be assured that we are not taking an arbitrary stand on this but that we are only asking for full value of the property which you will occupy.

Yours very truly,

M.H.Nixon
Western Manager
Industrial Development

MHN:dml

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JUN 19 1962
OREGON
STATE HIGHWAY COMMISSION

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FORM E-123
21 1962
FOR FILING

4-1.71 (8)

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan St.
Portland 13, Oregon

May 21, 1962

Linnton Community Center
10614 N. W. St. Helens Rd.
Portland 9, Oregon

Attention: Dr. Charles Grossman

Dear Sir:

Thank you for your letter in regard to the coming highway project in the Linnton area.

In regards to scheduling of this work, I regret as much as do you the fact that the job could not be awarded in May for at least two reasons. The first, that the earliest date that appeared possible to clear the right of way negotiation would have been some time in June, and secondly, the fact that following June, Federal monies would not be available in sufficient quantity to finance the project as it is now estimated. As to whether or not the job can be awarded August 2 or earlier, there is little possibility that anything ahead of August 2 could be arranged. The Federal participation funds are allotted quarterly and not on a strict schedule basis; the earliest they can be expected is August and there is a possibility they would not be available until September. We are very much in hopes that the August date will hold, however, and perhaps if we both keep our "fingers crossed" this will be the pattern.

As you know, one of my chief concerns in early award date was the handling of pedestrian traffic during construction during the school year. The inclusion of a stairway at Hoge Avenue will make possible a routing of pedestrians on the local street system which we had not counted on in our original thinking. This additional stairway, if you recall, was brought up by one of your P.T.A. members at the meeting at the Linnton School earlier this year. I believe as matters now stand we can successfully handle the school traffic even though some construction is going on in the area.

NOTED
G. S. PAXSON

We will attempt to cooperate with you people and have no doubt that you will reciprocate in that respect. Again, thank you for your letter.

Sincerely yours,

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: G. S. Paxson
Frank Morgan
Richard Lytle

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MAY 23 1962
OREGON
STATE HIGHWAY COMMISSION

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[illegible] 1962
FOR FILING
U-171 (8)
6193

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

Memorandum

U.S. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1962

Copies To:
[illegible]
[illegible]
5-22-62

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

SUBJECT: Oregon Project U-171(6)
West City Limits - St. Johns Bridge

Your letter of April 24, 1962 forwarded four copies of estimate for project agreement and four sets of reduced plans. Prior to preparation of the project agreement we would like additional information on two parcels.

Refer to sheet 6 of the plans, left side opposite Station 605, parcels 31728 and 31729. Please advise us of the need to purchase the areas lying outside the normal right of way line.

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 - 1962
FOR FILING

U-171 (8)

6193

May 1, 1962

Mr. H. E. Nixon, Western Manager
Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Dear Sir:

Re: West City Limits-St. Johns Bridge Section
Lower Columbia River Highway
Multnomah County

We have had considerable correspondence concerning an agreement between your Company and the State covering the above-cited section. Under date of February 26 you submitted a revised paragraph for Section VII of the agreement which you sent us under date of February 19, and under date of March 6 we accepted this amended wording.

In your letter of March 30 you submitted to us your appraisal for the property which we propose to occupy in the amount of $11,000. We have been unable to reconcile this figure with evaluations which are current for property in this area. In order that the entire picture may be before you, I am sending under separate cover a set of cross sections over the entire easement area and also a straight-line sketch which shows the area required for the second railroad track which you expect to build sometime in the future, the area within your right of way which would be available for embankment if the service road were not built and the area available for future development after the service road is constructed. The height of your embankment requires side slopes which would occupy a considerable portion of your right of way should you widen your grade for the second track. With our embankment in place, these side slopes are all but contained on your right of way and will require considerably less volume of embankment than would be the case if our road were not there. Our computations show that by the construction of our service road, we are reducing your embankment and excavation quantities by 606 cubic yards of excavation and 10,305 cubic yards of embankment. Without the service road in place, there are sections in which the toe of your embankment would run beyond your right-of-way line and would require the purchase of approximately 1,550 square feet of private property or the construction of 443 linear feet of retaining wall.

The permanent encroachment, which we have requested be 15 feet in width on the extreme northerly side of your right of way, amounts to 2.686 acres. We have established by qualified appraisal that the reasonable value of undeveloped property in that area is $1,500 per acre and you are offered this sum of money for that permanent encroachment. The area occupied by slope easements and for a minor temporary construction easement amounts to 2.911 acres. These slopes are a definite advantage to your Company and we do not feel that the State should be charged for them. In view of these advantages to your Company, we ask that you reconsider the appraisal given in your letter of March 30 and prepare an agreement setting up the sum of $4,029.00 as the cost of the encroachment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm

cc Mr. E. F. May (with one set of plans)
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. I. Lindas
Mr. W. T. Wright

W. CITY LIMITS-ST. JOHNS BRIDGE SECTION

COLUMBIA RIVER HIGHWAY

ENCROACHMENT ON N.P.R.R. CO.

Acreage Requirements:

1. Encroachment	2.686 Ac.
2. Slope Easement	2.665 Ac.
3. Temp. Constr. Easement	0.246 Ac.

Earthwork saving to N.P.R.R. if service road is built, and they add double track:

886 Cu.Yds. Cut
10,305 Cu.Yds. Fill

Without service road the N.P.R.R. Co. will need:

Approx. 443 lin.ft. of retaining wall
or
Approx. 3,550 sq.ft. of private land

Salem, Oregon
April 4, 1962

West City Limits-St. Johns Bridge
Section, Lower Columbia River Highway
Multnomah County

Mr. L. I. Lindas
Chief Counsel
BUILDING

Under date of February 20, I sent you a copy of a proposed easement covering encroachments upon the operating right of way of the Northern Pacific Railway Company in connection with subject section. You objected to a hold harmless clause in the proposed agreement but later gave your approval to a clause which was suggested by the railroad company. This revised clause was submitted to you on March 5.

I now have received the attached letter from the Northern Pacific Railway Company stating that the easement has been approved by the railroad management and setting the price of $11,800 on the property which we are taking. You will note that the Company is not deeding this property to us but is giving us a perpetual right, license, and easement for the construction, operation, and maintenance of our highway.

Will you please advise as to whether this price is in line with your appraisal of the property. I am attaching the only copy I have of the proposed easement and also of the map showing the area in question. This copy of the easement was the one originally submitted and contains the objectionable Article VII which the Company has agreed to modify.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

M. H. NIXON,
Western Manager,
Industrial Development

919 SMITH TOWER
SEATTLE 4, WASH.

L. M. JENNER,
C. R. WATSON,
F. R. ERWIN,
K. H. MULLIN,
Industrial Agents

March 30, 1962

Mr. C. S. Paxson
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

RE: West City Limits - St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

Dear Sir:

I have your letter of March 6 about the proposed easement from this company to the State of Oregon in connection with the above project in the vicinity of Linnton.

The easement has been approved by our management on the condition that the State will pay the sum of $11,800, which is our appraisal of the land value. That amount would be inserted in the third line of the easement, and of course it is separate from any payments to be made by the State under other provisions of the easement or under the construction agreement. If satisfactory please submit your voucher for $11,800. I will then arrange for the easement to be executed by this company and submit it to you for formal acceptance by the State.

Yours very truly,

M. H. Nixon

Western Manager
Industrial Development

IMJ:rgg

RECEIVED
APR 2 1962
OREGON
STATE HIGHWAY COMMISSION

original letter to
Mr. Lindas with Mr. Paxson's
memo of June 20, 1962

RECEIVED
1962

U-171 (8)

6193

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon
March 21, 1962

Richfield Oil Corp.
2326-6th
Seattle, Washington

Attention: Mr. John Steel

Gentlemen:

This is in regard to a proposed access to your plant area near Linnton from Lower Columbia River Highway. As a brief review of previous discussion, I refer to the meeting at this office of Messrs. Steel, Falconer, and Colfar of your organization with personnel from Metropolitan Division on February 13, 1962.

At that time you presented a sketch showing a proposal to increase the radius of curve on the approach to the highway. We suggested that possibly a storage lane developed along the easterly side of the highway might serve as well or better.

Your people also desired an activated signal system on the access road to provide warning of approaching traffic on the Linnton Plywood leg.

These matters have all been studied thoroughly and the findings are:

1. The alignment pattern as originally presented by our Salem office will accomodate maximum legal length trucks on the curves approaching the highway, without conflict. Hence, no increase in radius or storage lane is needed.

2. Sight distance on the portions of the access roads which will be approximately parallel to the railroad is 160 feet for passenger vehicles and 180 feet with trucks. Since the horizontal

> curvature of the access does not permit speeds in excess of 15 miles per hour, stopping distance for two approaching vehicles is approximately two-thirds the sight distance available. No signalization is justified.

In view of the above, the Department will consider the plan as presented by the Salem office the basis of negotiation for right of way.

We also feel that if after experience using the proposed access your company wishes to make further changes in the access road, i.e. changing the curve radius and constructing retaining walls required by this treatment, such changes could be made under agreement with the City of Portland. The City will be the controlling agency since the access road near the highway is "swap area" to permit vacating Linnton Lane.

Mr. Mayhew, Division Right of Way Supervisor, is being advised of the above and will contact you in the near future.

Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: G. S. Paxson
Frank Morgan
S. E. Mayhew
Dale Sturmer
Richard Lytle

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OREGON
STATE HIGHWAY COMMISSION

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AR 30 1962
FORM E-30X—50M—6-61—36692

U-171 (1)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
March 19, 1962

SUBJECT: St. Johns Br.-Urban Limits
Lower Columbia River Hwy.
Prefix: 26-1472

To: Mr. Frank Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Relative to storm drainage near Sta. 638 on the subject project, the following is sent herewith:

1. Letter of transmittal to Metropolitan Division from Dale Sturmer, Locating Engineer.
2. One print of right of way map showing in color items referred to in Sturmer's letter, dated Mar. 6, 1962.

Mr. Sturmer recommends an outfall through an existing culvert across tracks being operated by S. P. and S. railway and into a system belonging to Corps. of Engineers. This appears to be the most economical arrangement available and it is recommended for incorporation in our construction plans.

Some investigation should be made of legal rights to enforce adequate maintenance of present drainage systems or to obtain rights of entry to do whatever maintenance is required thereon. Please refer this to the Legal Division for an opinion. Frank Hall should also be apprized of the outfall location which is accepted.

Lloyd P. Shaw
Metropolitan Engineer

NOTED
G. S. PAXSON

LPS/bb
Encl.
cc: G. S. Paxson (Encl.)
L. H. Young (Enc.)
Dale Sturmer

RECEIVED
MAR 20 1962
OREGON
STATE HIGHWAY COMMISSION

FORM 2-30 [illegible] 8-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
March 12, 1962

SUBJECT: Drainage through U. S. Government
Property
W. City Limits-St. Johns Br.
Columbia River Highway
Prefix: 26-1472

To: Lloyd P. Shaw
Metropolitan Engineer
OFFICE

It is necessary to dispose of the highway storm water from the 18-inch cross pipe at Station 638+10 on the above subject project.

As shown on the accompanying sketch, the most logical course appears to construct a 18-inch storm sewer line along the westerly railroad right of way line to an existing 24-inch cast iron culvert, under the railroad tracks. This culvert is connected to a manhole on U. S. Government property by a 18-inch pipe which in turn drains into the Willamette River, also by a 18-inch pipe. According to Mr. N. A. Notos, Roadmaster for the S. P. & S. Railway and who has been with the railroad some 40 years, the 24-inch culvert under the railraod tracks ante-dates the 18-inch pipe to the above manhole. Mr. Notos believes that the 24-inch culvert was installed under the railroad tracks when the line was first put into operation back in 1898.

The culvert under the railroad tracks is in a natural swail from which at the present time there is almost no drainage because to the west it is cut off by St. Helens road. The culvert does receive some water from a ditch extending to the south along the westerly side of the railroad tracks. This ditch at the present time receives both railroad and highway drainage. The U. S. Corp. of Engineers add some water to the system at the manhole on their property.

The 24-inch culvert under the railroad tracks will handle the additional water from our highway drainage, as should the 18-inch extension through the Corp. of Engineer's property when the river is at a low stage because of the head that can be built up in the manholes. It is questionable, however, whether the above 18-inch pipe is of sufficient capacity for the aggregate flow at flood stages in the Willamette River when it is only a few feet below the ground level of the U. S. Engineer moorage. At this stage of the river there may be danger of water flowing out of the top of the manhole and/or inlets in the U. S. Engineer area.

At the present time both the 24-inch culvert under the railroad tracks and the 18-inch extension to the manhole on U. S. Engineer property contain a large amount of debris which must be removed before the system will operate with any degree of efficiency. I do not know the cleanliness of the 18-inch line from the above manhole to the river.

The question now arises as to what legal rights the State has to add the highway storm water to the system with or without U. S. Engineer approval, and should the system become over-taxed due our addition of this water, can the State be held liable for damages to Railroad or U. S. Government property. Also, whose responsibility is it to remove the existing debris from the system so that it will operate efficiently.

An alternate plan to the one above is shown at the southerly end of the project in the vicinity of Station L 655+00. Under this plan, highway drainage from the previously mentioned cross pipe at Station 638+10 would flow southerly through sewer pipes to the 24-inch culvert under the railroad tracks at Station 653+75. This would in turn drain into a natural channel on the easterly side of the railroad tracks opposite Station 656+50 through a 24-inch pipe.

This latter plan would cost approximately $2,000 more than that using the existing drainage system through the U. S. Engineer's moorage as outlined in the first part of this letter. This $2,000 figure does not include any right of way or easement cost which must be obtained from the Northwest Natural Gas Company and the S.P. & S. Railway.

At first it was planned to place the above highway drainage into the 4 x 4 culvert crossing the highway at Sta. 656+00, but the maintenance department has requested that no additional water be added to this culvert as it is already overloaded.

Copies of correspondence relative to this subject should be sent to the Legal Department and Mr. Frank Hall.

Dale E. Sturmer

Dale E. Sturmer
Locating Engineer

DES/bb
Encl.

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FOR FILING

4-171(a)

6173

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
March 7, 1962

SUBJECT: General Construction Co. Access
R/W File No. 31735
St. Johns Br.-Urban Limits Sec.
Lower Columbia River Highway
Prefix: 26-1472

To: Mr. Frank Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: D. J. Barbee

Messrs. R. P. Stockwell and A. J. Johannesen representing General Construction Company were present at this office, 10:00 a.m., March 7, 1962, to discuss access to proposed revised highway near St. Johns Bridge. Representing the State were S. N. Mayhew, A. V. Benedict, Richard Lytle, Dale Sturmer and Lloyd Shaw.

The discussion centered about a proposal which was transmitted to you by letter dated February 16 over my signature. Part of that transmittal was a 1"=50' sketch which was handed to me by Mr. Barbee February 27 with a toe of slope and proposed right of way limit added in pencil. The sketch is returned to you herewith.

General Construction Company's attitude today was that they were acting as public spirted citizens in requesting an exit as shown on the sketch and that any advantage to them was minor. They offered to provide at no cost to the State enough of their property to permit construction of the ramp as shown on the sketch, and would prefer to go a bit further and widen the 70 foot radius curve to 24 feet. They agreed to provide enough additional area to permit this widening.

They will not participate in construction cost which has been estimated at approximately $2,500 and deny any change in value of their remaining property as a result of the added exit ramp. Their contention is that the land is valued at $18,000 to $20,000 per acre and the construction would require about one-tenth acre of right of way, hence their contribution approximates that of the State.

The right of way taking (File No. 31735) is being prepared for condemnation. Our offer is $27,000, the claimed value is $45,000.

Nothing is altered in this condemnation by their proposal to give ground for the exit ramp mentioned above. They refuse to concede that the $45,000 figure should be changed in any way.

Since approximately half of the offer or claimed value is a severance damage figure and presumably would reflect the change in market value in remaining property, the actual contribution made by General Construction Co. on the exit ramp would not exceed $1,000. This leaves the State with approximately $1,500 greater contribution toward the exit ramp than General Construction Co.

The ramp, if properly used, would have some value to the State. There is a question in regard to enforcing its use as a one-way, exit only feature. I feel that the Traffic Division should evaluate the advantage versus disadvantage of the ramp, and if it is advantageous in the terms of $2,500 added cost, that it be recommended for incorporation in our plans. Will you please request that such an evaluation be made.

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
Encl.
cc: G. S. Paxson
F. Crandall
S. N. Mayhew
Dale Sturmer
D. Peterson

RECEIVED
MAR 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 16 1962
FOR FILING
U-171 (8)

6173

B

March 6, 1962

Mr. M. E. Nixon, Western Manager
Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Dear Sir:

Re: West City Limits-St. Johns
Bridge Section, Lower
Columbia River Highway
Multnomah County

Reference is made to your letter of February 23 concerning the proposed agreement between the Northern Pacific Railway Company and the State covering encroachments on your right of way in the above-captioned section.

The paragraph which you proposed in that letter as a substitute for Section VII of the easement agreement attached to your letter of February 19, 1962, is satisfactory to the State. Will you please prepare the agreement with the substitution of the new Section VII and send it to me for presentation to the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper

Salem, Oregon
March 5, 1962

West City Limits-St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

Mr. L. I. Lindas
Chief Counsel
BUILDING

About ten days ago, I submitted to your office a proposed draft of an easement received from the Northern Pacific Railway Company covering encroachments upon its right of way in the above-captioned section.

Your office objected to the indemnity clause of Section VII of the proposed easement indenture. I attach hereto copy of a letter dated February 28, 1962, from the Northern Pacific Railway Company suggesting an alternate paragraph to the one to which you took exception.

Will you please advise whether this is satisfactory.

Also attached is a copy of the proposed construction agreement received from the Railway Company, and would ask that this be returned with your ruling on the alternate section.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT
919 SMITH TOWER
SEATTLE 4, WASH.

M. H. NIXON,
Western Manager,
Industrial Development

L. M. JENNER,
C. R. WATSON,
F. R. ERWIN,
K. H. MULLIN,
Industrial Agents

February 28, 1962

Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Re: West City Limits - St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

Dear Sir:

This is in reply to your letter of February 26 about the proposed easement from this company to the State of Oregon covering the use of certain right of way (leased to SP&S Ry. Co.) in the vicinity of Linnton for highway purposes.

While we believe the State should indemnify us insofar as it may lawfully do so, our Law Department and I are willing to recommend substituting for present paragraph VII language reading substantially as follows, being similar to provisions incorporated in various agreements with the United States Government:

> The State agrees with the Railway Company to construct and maintain the highway with reasonable diligence and precaution in such manner as not to cause damage to or obstruction of the tracks of the Railway Company or interference in any manner with the operation of trains, cars or locomotives thereon or thereover or damage to other premises of the Railway Company.

Will you please tell me if the above paragraph is acceptable to the State.

I understand Mr. Moy, who received a copy of your letter, is preparing the construction agreement and I assume he will bear in mind your remarks about what it should cover. The Northern Pacific has declined to include the one hundred twenty-day provision in agreements with states, but it has agreed to submit bills for flagging within one hundred twenty days after notification by the state that work is completed on a project. It is our intent that this agreement applies only to flagging charges.

February 26, 1962

Mr. M. E. Nixon, Western Manager
Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Dear Sir:

Re: West City Limits-St Johns Bridge
Section, Lower Columbia River
Highway
Multnomah County

Under date of February 19, you sent a copy of a proposed easement agreement covering encroachments upon your right of way in the above-cited section. This easement agreement is in general satisfactory. However, Section VII, on page 2 of the agreement, requires that the State indemnify the Northern Pacific Railway Company for any damages to its abutting property. Our legal staff points out that the constitution of the State of Oregon would prevent us from entering into any indemnity or "hold harmless" agreement. It is our feeling that the remainder of the agreement and the right of the Railway Company to approve our construction plans is ample protection for your Company.

The construction agreement which will be necessary before construction begins must contain certain provisions which are required by the Federal government. These include the furnishing of information as to the flagmen and watchmen services which are required by the railroad, together with the labor classification of watchmen who would be employed, their base rate of pay and their headquarters. It should also contain the provision that the railroad will submit its bills for charges for flagging and related services to the State within 120 days after completion of the project.

I am attaching an insert in the agreements which has been used in our dealings with the Southern Pacific Company and which has met the requirements of the Federal government. I would ask that this be given consideration in drawing up the agreement covering this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.
cc Mr. E. F. Moy
Mr. Forrest Cooper
Mr. L. I. Lindas

9

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6193

Salem, Oregon
February 20, 1962

West City Limits-Sauvies Island
Bridge Section
Lower Columbia River Highway

Mr. H. S. Cox
County-City Relations Engineer
BUILDING

In connection with the above project, we will construct several connections to our highway serving property northerly of the railroad tracks. In all but one instance, our construction will end at the point where existing grade crossings, either public or private, are in existence.

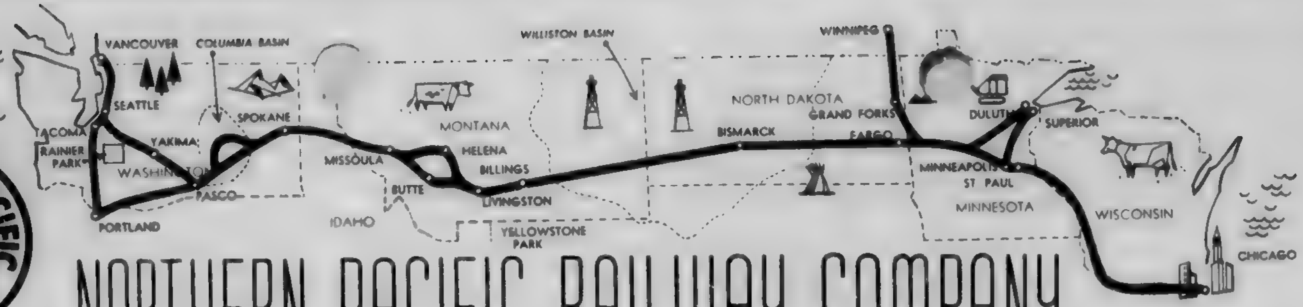
At a point near the west city limits but just inside the city, we propose to build a connection to our highway, a grade crossing of the Northern Pacific Railway Company's tracks, and a service road extending northerly to the Sauvies Island Bridge. This last connection will not be done under the present grading contract but is contained in our agreement with the Railway Company.

These connections to the highway and the service road at the northerly end of the project are entirely for local service. They are not a part of the highway system and it would seem only reasonable that they should be maintained by the City and County after we have completed our construction. Our agreement with the Railway Company for the easements will contain certain obligations with respect to the highways built on its right of way. I am attaching a copy of the proposed easement agreement which states further these obligations.

Will you please contact the City of Portland and Multnomah County and if possible work out an agreement with them whereby they will take over operating and maintaining the connections and service road after we have completed construction.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.



NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

M. H. NIXON,
Western Manager,
Industrial Development

919 SMITH TOWER
SEATTLE 4, WASH.

L. M. JENNER,
C. R. WATSON,
F. R. ERWIN,
K. H. MULLIN,
Industrial Agents

February 19, 1962

Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

RE: West City Limits - St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

Dear Sir:

This is in reply to your letter of January 26 about the proposed easement from this company to the State of Oregon covering the use of certain right of way (leased to SP&S Ry. Co.) in the vicinity of Linnton for highway purposes.

I attach a copy of a proposed easement. Will you please tell me if it is satisfactory as to form, subject to later determination of the monetary consideration. Our appraiser has made a report of his estimate of the value, and I am awaiting instructions from St. Paul in connection with final approval of the easement and the amount of consideration. The easement has been approved by the SP&S Ry. Co. and by Western Officers of this company, but it should be understood that I am submitting this copy subject to final approval by our Executive Officers.

Yours very truly,

M. H. Nixon

Western Manager
Industrial Development

LMJ:rgg
encl.

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FEB 20 1962
OREGON
STATE HIGHWAY COMMISSION

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1962

SUBJECT: State of Oregon
v.
Archdiocese of Portland, et al.
Case No. 274492
Our File L-3752 R-31658
Sauvies Island Bridge-St. Johns
Bridge Section
Columbia River Highway

To:

Mr. Leonard I. Lindas
Chief Counsel
OFFICE

Attention: Mr. Robert A. Holland

In answer to your letter of January 29, 1962, in regard to subject file -- Archdiocese of Portland, et al., we have determined that (Item 1) the two existing 12-inch pipes under the present Columbia River Highway will be abandoned and will be covered by our fill slopes. Of course, no work can be done on any drainage channel, ditch, etc., which might lead off of the right of way and across the Church property.

(Item 2) The planting on the fill slopes through this area is intended to be our normal planting for stabilization -- that is, seeding and mulching.

F. D. Morgan
Construction Engineer

ADO:jd:fp

cc G. S. Paxson
R. L. Porter

FORM E-90 30M 6-61 02310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem
January 29, 1962

SUBJECT: State of Oregon
v.
Archdiocese of Portland, et al.
Case No. 274492
Our file L-3752 R-31658
Sauvies Island Bridge-
St. Johns Bridge Section
Columbia River Highway

To: Mr. Fred Klaboe
Assistant Construction Engineer

Building

The Archdiocese of Portland, by and through the Reverend Milan Mikulich will probably settle the above-entitled case if they can obtain certain concessions on construction items. There appear to be two main items which now stand between the parties:

The first item pertains to two drainage culverts which, after crossing the present Columbia River Highway, proceed on through the church property to the river. The church would like to have those two culverts removed from their property.

The second item pertains to the planting of the slope after the new construction is in. The church would be satisfied with St. John's wort, which I have been advised is probably the cheapest plant.

The church, through their attorney, is pressing for these two construction items and to a great extent rely upon the statements made in a letter from W. C. Williams to Father Milan. I am attaching a copy of this letter so that you might consider the two items in light of the statements made in the letter.

I have consulted with Dave Moehring, Assistant Right of Way Engineer, who recommended that I ask that you look into these two items. Mr. Moehring felt that possibly when the letter was written the construction division had more facts than his office, and no doubt still do.

I would appreciate your comments on these problems.

Bob Holland

ROBERT A. HOLLAND
Staff Attorney

CONSTRUCTION DIVISION
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Col R. Hwy (Sauvie)

April 7, 1961

Mr. F. Leo Smith
Pacific Building
Portland 4, Oregon

Dear Sir:

Sauvie Is.
St Johns Br.

This is in answer to your letter of March 31 requesting information on our proposed right-of-way taking from the Archdiocese of Portland at 11820 N. W. St. Helens Road.

The portion of the above property required for right of way is 13,000 square feet and is shown colored in orange on the attached map.

Our Metropolitan Engineer, Mr. Lloyd P. Shaw, is in charge of this project and can discuss this matter with you. His office is located at 9200 S. E. McLoughlin Boulevard, and his telephone number is OLive 4-7741, Extension 283.

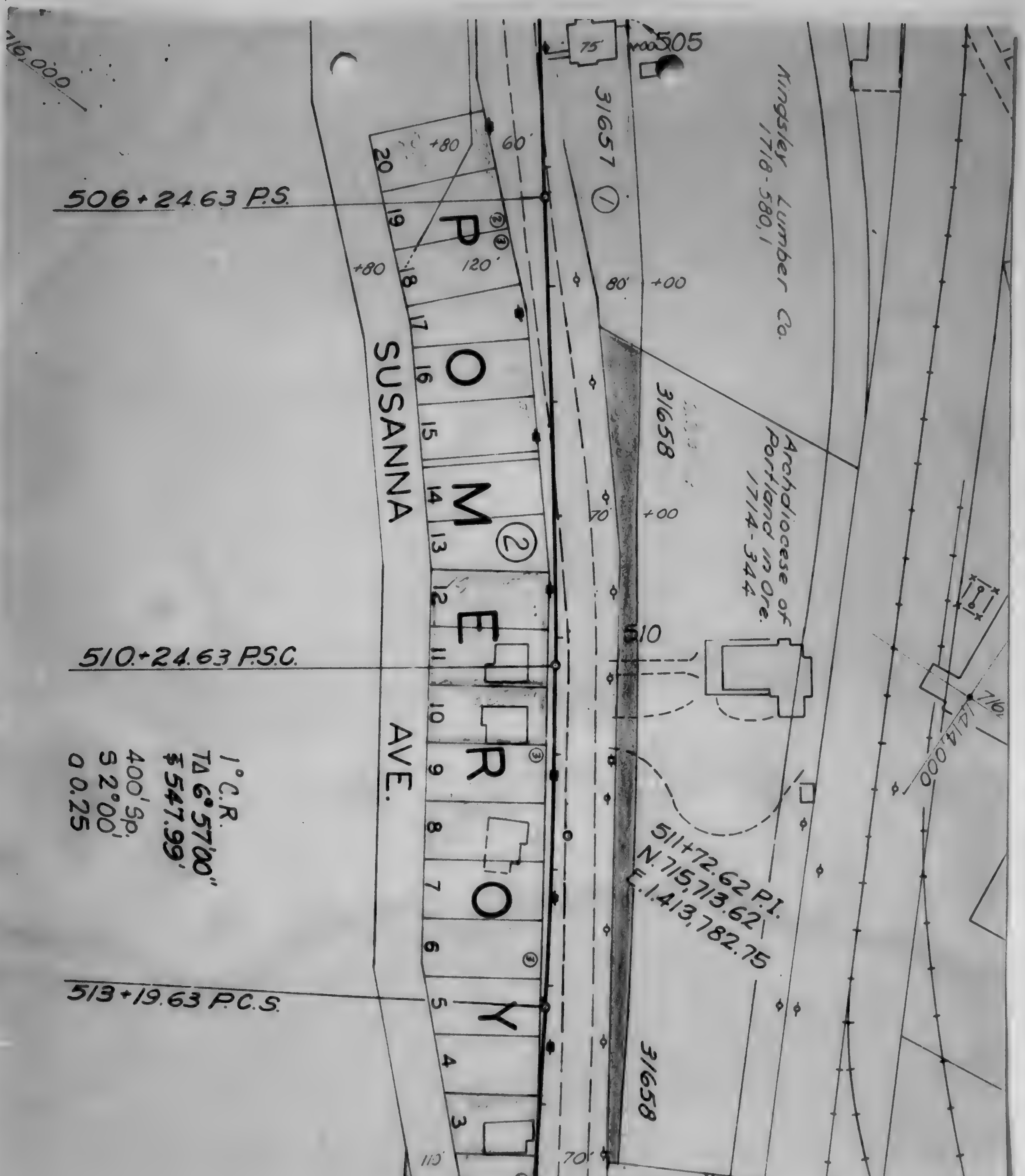
Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd P. Shaw

FOS:cw ae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REFERRED TO
Cooper
By State Highway Engineer

LAW OFFICES
F. LEO SMITH
PACIFIC BUILDING
PORTLAND 4, OREGON

March 31, 1961

State Highway Department
Att: Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Father Mikulich, Pastor of St. Birgitta Church, 11820 N. W. St. Helens Road, has asked me to help him regarding the land which you desire to take for the widening of the highway at this point.

First, would you be kindly let me know the exact amount of footage which you intend to take. I have one map, but I understand there may have been some change in the desired footage.

Second, is there somebody in or near Portland with whom I can discuss this matter?

Yours very truly,

F. Leo Smith

F. Leo Smith

FLS/js

Edw

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APR 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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July 27, 1960

1754

Rev. Milan Mikulich, OFM
Pastor, Saint Birgitta Church
11820 N. W. St. Helens Road
Portland 10, Oregon

Dear Father Mikulich:

We have received your letter of July 18, 1960 in regard to your church property at 11820 Northwest St. Helens Road and hope that the following will be of some help to you.

It is anticipated that we will require between one-fifth acre and one-sixth acre (approximately 8,000 square feet) along your existing highway frontage. This area has not yet been appraised as to individual properties by our right-of-way man; however, the value of your ground will be determined in relation to other properties in the area.

As to whether you buy additional land from the Kingsley Lumber Company before or after we buy our right of way should make little difference.

In the matter of extra material, it is anticipated that there will be such material on the job, but we cannot tell the contractor where he must dispose of it. If such material does exist when this section is contracted, you should contact the successful contractor and make your own arrangements with him.

We are not familiar with the ditch you speak of which you would like to have filled in, but we suggest that you use caution in destroying or restricting any existing flow channels which may be necessary for the normal drainage of the area.

We hope that this will be of some value to you.

Very truly yours,

ADO:db me

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FLEASE RETURN TO
FORREST COOPER

REFERRED TO
Cooper
by State Highway Engineer

Fr.Milan Mikulich,OFM,Pastor
St.Birgitta Church
11820 N.W. St.Helens Rd.
Portland 10,Oregon

July 18,1960

Mr. W.C. Williams
State Highway Engineer
STATE HIGHWAY DEPARTMENT
Salem,Oregon

Dear Mr. Williams,

Many thanks for your kind letter of June 1, 1960.

May I now ask for another favor?
The present size of the church property on 11820 N.W. St. Helens Rd,Portland 10,Oregon,will not be suffieient for all necessary buildings in future,ie. school,rectory,convent etc. I was thinking of buying the adjecent property about 1½ acre, which belongs to Kingsley Lumber Co.,located on the west side of the church.There are some trees ,with a ditch,which is deep enough.Mr.Kingsley,who is putting for sale about 40 acres around the church,asks $ 5000.00 per acre,as a special price to the church,but to others would be $ 10,000.00.

I still have a heavy debt on the church, and therefore I can not provide any more money for a new property,especially so expensive.On the other hand,I need the land for other plants.

According to the map which you enclosed with your letter,I see that you will need an area of right of way in front of the present church property.

I would appreciate it very much if you would tell me how many sqare feet you will need for this right of way, and also,what your approximate price for one square foot would be.This is necessary for me to know,so I can see where I stand, ie. whether or not I will be able even to think of buying this new land from Kingsley.

Also:Is it better for me to buy this land from Kingsley after you buy the necessary area of right of way from him,or before?You will need some of it for right of way.

Finally,would it be possible for you to fill this ditch with the dirt you will have to remove from the other side of the Highway?
Not only to fill this ditch,but also I was considering of raising the present level of my whole parking area for about one foot and a half.Will you have enough dirt in the vicinity for this purpose?

Please,forgive me for this liberty.
However,I would be very grateful to you for any favor.

Very truly yours,

Fr. Milan Mikulich, ofm
Pastor

RECEIVED
JUL 19 1960
OREGON
STATE HIGHWAY COMMISSION

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JUL 19 1960
OFFICE OF

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FOR FILING

June 1, 1960

Reverend Milan Mikulich, OFM, Pastor
St. Birgitta Church
11820 N. W. St. Helens Road
Portland 10, Oregon

Dear Father Mikulich:

I have before me your letter of May 18 in which you graciously offer to consider an exchange of properties and locations for the St. Birgitta Church, now located at 11820 N. W. St. Helens Road.

I appreciate the thought that must have gone into this decision and regret that our plans appear advanced to the point where we can no longer change our position in this area. Also, it does not appear feasible to lower our proposed grade in front of the Church enough to appreciably change the existing conditions. We do plan to carry our drainage on the side opposite the Church so that elimination of the two culverts which you mention can undoubtedly be accomplished.

We attach a sketch showing the location of the center line of the new roadway, the edge of pavement and the edge of shoulders. We also show, shaded in blue, the necessary area of right of way required. The right of way is necessary for construction of slopes only and will be replanted to provide a pleasing appearance.

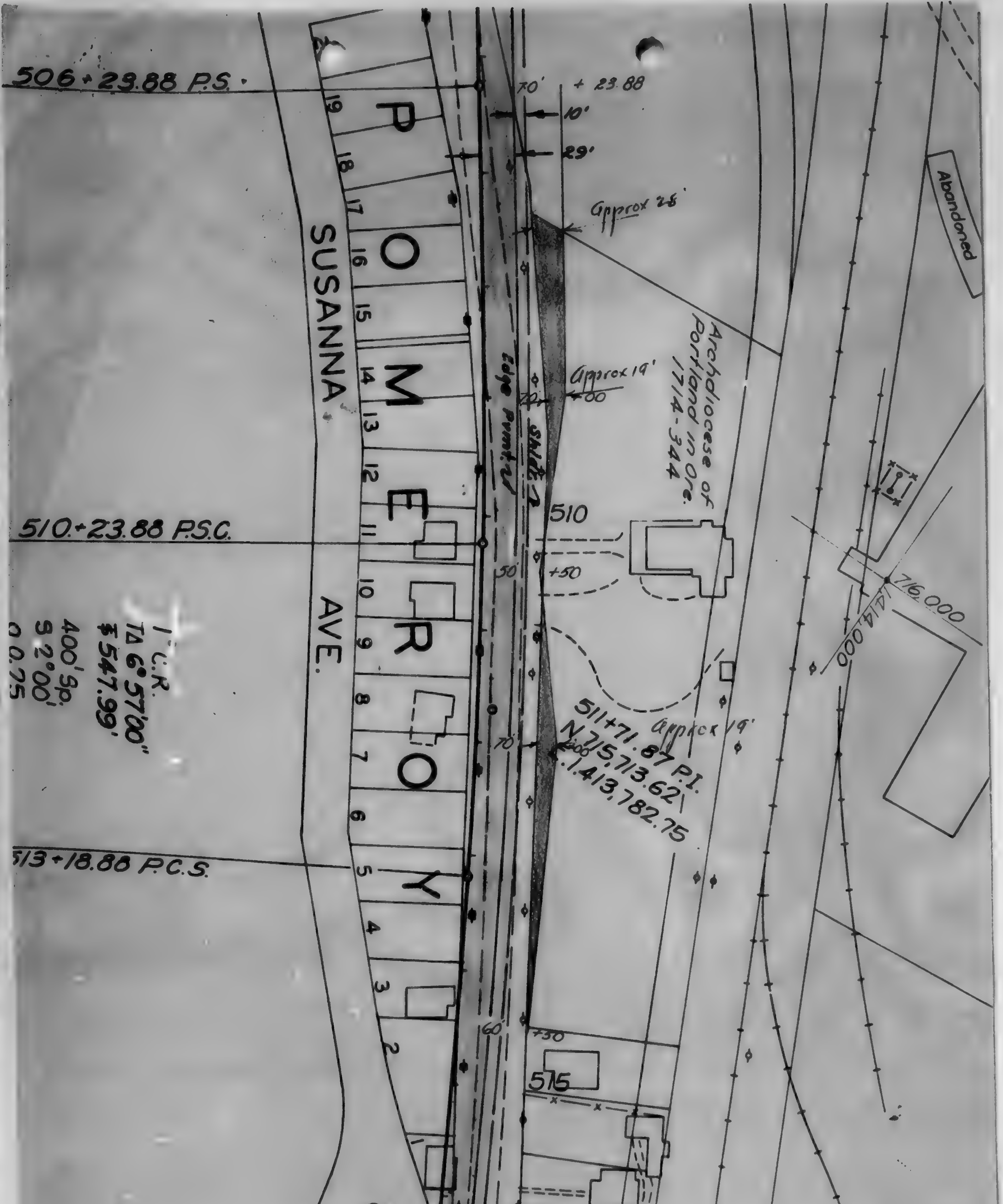
Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

TE:fp ae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Fr.Milan Mikulich,OFM.
Pastor,St.Birgitta Church
11820 NW.St.HellensRd.
Portland 10,Oregon

May 18,1960.

Mr. Tom Edwards
Construction Engineer
Oregon State ~~Dep~~ Highway Dept.
Salem,Oregon

Dear Mr. Edwards,

At the public hearing in the City Hall,Portland, Oregon,concerning the new project on Highway US 30 through Linnton,you told me that it would be much easier and cheaper if I would be willing to sell you the church and church property in Linnton,than to go toward the hill.

I gave it a thought,and tried to be willing to help you if some things could be arranged so that I would still be able to keep the church in that vicinity.

I noticed that about 1/4 mile from the present church toward Astoria,on the left side of the Highway,there is a section which belongs to the City of Portland,where I could build a new church.This would be possible if the City of Portland could exchange the property for the Highway. For that reason I called Mr.Shaw,and he sent Mr. Broadwell to visit me and see the location.Mr. Broadwell said that he would inform Mr.Shaw and you,if the plans are not gone ~~x~~ too far for the project.

Mr. Broadwell asked me what would be my price for the property.I could not say anything specific,but it would be necessary to allow me enough so I could build on the new location at least what I have now at the present location. If you would not need the complete length of the property,you could sell that piece for some industry,because 5 years ago I was offered by Commonwealth Inc. enough money to build a church somewhere else.That was before I built this one.However~~x~~ ,I could not find any other place in that area. Mr. Broadwell asked me how much dirt you would have to take out from the new proposed location.I would like to keep it higher than the level of the Highway,however,you would have to level all around on the top.Anyway ,some dirt you will need in that area for fill in.

Since you made that statement in the City Hall, and since you will be informed by Mr. Shaw about this matter, I thought it would help~~y~~ you ~~to~~ if I informed you personally,too.

Hoping that this will contribute to the improvement of the City and Higway,I remain ,

Sincerely yours,

Fr. Milan Mikulich, ofm

PS.If this is too late,I would appriciate if the present level of the Highway in front of the Church be lowered; that both culverts coming to Church property be removed,and reduced along the opposite side of the Highway to the creek where the City Bus turns around; that a nice entrance-exit to the Church be built.

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6193

8

January 26, 1962

Western Manager - Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Attention Mr. Nixon

Dear Sir:

Under date of November 29, 1961, I wrote your office following up my letter and submission of maps and descriptions on June 14, 1961, concerning easements on the West City Limits-St. Johns Bridge Section of the Lower Columbia River Highway.

I have no record of having received any information from your office and since we are nearly ready to go ahead with this project, I would appreciate such attention as you can give me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:me
cc Mr. H. F. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Mr. Forrest Cooper

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November 29, 1961

Mr. J. F. Moore
Western Manager - Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Re: West City Limits-St. Johns
Bridge Section
Lower Columbia River Highway

Dear Sir:

Under date of June 14, 1961, I sent to you maps and descriptions covering encroachments upon your right of way in the Linnton area of Portland. I have been advised that all the information which you require to process the agreement and easement is in your hands. This project is approaching the stage where we can let contracts covering it in the near future, and I would greatly appreciate receipt of the agreement so that it can be presented to our Highway Commission.

I would be appreciative of any advice you can give me as to when I can expect receipt of this agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[illegible]P:ad

cc to: Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Mr. W. C. Williams

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ugust 17, 1961

Mr. William A. owes
Commissio of Public Works
City of ortland
City ll
rtland 4, Oregon

Dear Sir:

In designing our West City Limits-St. Johns Bridge Section of the Lower Columbia River Highway through the community of Linnton, it has come to our attention that there is considerable seepage from septic tanks on the hillside into the existing highway slopes and ditch lines. In some cases, septic tanks seem to be piped directly into the ditch. I am informed that this condition creates a very obnoxious odor and certainly is not in line with good health standards.

Under our present plans, the westerly ditch line will be obliterated as this will be a curb section and the water is to be carried in a storm sewer.

The purpose of this letter is to call this condition to your attention to see if the City wishes to take any action to eliminate it.

We expect to call for bids on this project during the first half of 1962 and any corrective measures involving construction should be completed prior to the time of the award of the contract or possibly in conjunction with the State contract.

I would appreciate hearing from you on this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Fred Fowler
Mr. Forrest Cooper
Mr. Tom Edwards
DJB:jk ms

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CONSTRUCTION DIVISION
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 2, 1961

SUBJECT: W. City Limits-St. Johns Br.
Lower Columbia River Highway
Prefix: 26-1472

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: D. J. Barbee

Between Stations 559 and 568 and between Stations 588+50 and 595+20 on the subject project our proposed improvement will replace an existing ditched roadway section with widened pavement and curbs. Roadway cuts, proposed walls, etc., will cut existing drainage lines carrying septic tank effluent into present roadway ditches. These installations are very obnoxious under present conditions and would be many times more so after new curbs, walls, and footpaths are constructed.

The Plumbing Division enforces sanitary regulations within the City of Portland. Conversations with Mr. Geo. Wallace, Chief of the Plumbing Division, elicited the information that they were very reluctant to take any steps against these properties under present conditions because of the great expense involved for the property owner. The ground in this area is not suitable for drainage fields because of being a thin mantle of soil overlying rock, as well as being very steep. The only move they could make now would force evacuation of the houses. If we were to put in our highway system and the effluent became offensive on highway property, they could be persuaded to take such action. Necessary notices would consume considerable time, and it was his opinion that the property owner would conceivably have some basis for a damage claim against the State. Should we put in a sewer system, he thought the City could be induced to share in the cost but hastened to add that this was not his decision to make. If a sewer were provided, his department would force property owners to connect to it.

While Mr. Wallace held out some hope for abatement of the nuisance after our improvements had been made, I do not think past experience should lead to any optimism in this respect. Our Legal Department should take a long look at the facts of life before they pass off the sanitary situation as the property owners obligation.

Submitted herewith are plans and an estimate for a sewer system consisting of:

1 print each of plan sheets 8 and 9, showing sewer in plan and profile

1 print of plan sheet 11, showing sewer plan and

1 print of a composite profile showing the sewer on sheet 11 with relation to proposed highway and sidewalk grades and present and future ground lines.

1 print cross-sections between Stations 588+42 and 595+24 showing position of sewer in slopes.

Such a sewer system would alleviate the sanitary problem discussed above. 2,200 feet of 8-inch sewer are required to serve the 1,600 feet of frontage where the problem now exists. This would also be available for future connections. This sewer and its connections to present sewers has been checked with the Portland Sewer Design Division and meets with their approval.

This material is being forwarded for your consideration and guidance.

A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/bb
Encl.

OREGON STATE HIGHWAY
DEPARTMENT
Columbia River Highway
Proposed Sewer Rt "L" ℄ Sta 588+42 to 595+20

SUMMARY

ITEM	UNIT	QUANTITY	ALLOWANCE	TOTAL	PRICE	AMOUNT
8" Conc. Sewer Pipe	Lin Ft.	698'	62	760	$2.00	$1,520.00
Drainage Excavation, Unclass.	Cu. Yds.	400'	40	440	5.50	2,420.00
Granular Bedding for S.P.	Cu. Yds.	28'	2	30	5.50	165.00
Type "A" Manholes 6 or less	Each	--	--	--	275.00	----
Type "A" Manholes 6 - 12'	Each	4'	--	4	400.00	1,600.00
						$5,705.00

PROPOSED SEWER RT OF "L" ℄ STA 547+13 to 555+40 547+17

8" Conc. Sewer Pipe	Lin Ft.	2004	196	2200	$2.00	$4,400.00
Drainage Exc., Unclass.	Cu. Yds.	401	39	440	5.50	2,420.00
Type "A" Manholes 6 or less	Each	5	--	5	275.00	484.00
Granular Bedding for S.P.	Cu. Yds.	80	-8	88	5.50	550.00
						$7,854.00

T O T A L	$13,559.00
20% Engineering & Contingencies	2,641.00
Sub Total	$16,200.00
Easement for right of way for sewer	$800.00
T O T A L	$17,000.00

2

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6173

July 31, 1961

Mr. J. F. Moore
Western Manager - Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Re: Ferry Street Grade Crossing
West City Limits-St. Johns
Bridge Section
Multnomah County

Dear Sir:

Under date of June 20, you wrote us suggesting that the Ferry Street grade crossing of your tracks in the Linnton area in Portland be included in a permanent easement in connection with this project. I have discussed this matter at some length with the City of Portland, and it is their opinion that a public crossing exists at this location by reason of long use, and they also advise that the crossing is carried on the Public Utility Commissioner's records here in Salem.

Our highway project only improves the approach to this crossing and terminates prior to the crossing of your tracks. We do require a temporary construction easement on your right of way from its westerly boundary to your tracks but not across them. In view of this, we would like to proceed with a temporary easement only and leave the matter of the grade crossing itself in its present status. The matter of title here seems to be entirely between your company and the City of Portland, and we have no wish to become involved in the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[illegible]

cc to: Mr. H. F. Roy
Mr. W. C. Williams
Mr. Walter T. Wright
Mr. L. H. Rosenthal

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

1851

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

**CITY OF PORTLAND
OREGON**

July 25, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
State of Oregon Highway Department
Salem, Oregon

Dear Sir:

Please refer to your letter of July 10, regarding the Ferry Street crossing of the S.P. & S. tracks in northwest Portland.

We are informed that a public crossing exists at this location by reason of long usage and that it is so carried in the Public Utilities Commissioner's records in Salem.

We, therefore, believe that we should not ask you to obtain a crossing easement in the name of the City at this time, since conditions regarding improvement that may be asked by the railroad company may not be acceptable to the City.

However, we thank you for the interest you have taken in the matter.

Very truly yours,

LHRosenthal

L. H. ROSENTHAL, P.E.

City Engineer

Pcw
CS:jh

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JUL 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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July 10, 1961

Mr. L. H. Rosenthal
City Engineer
City Hall
Portland, Oregon

Dear Mr. Rosenthal:

Reference is made to your letter of July 6 concerning the Ferry Street crossing of the S. P. & S. tracks in northwest Portland.

Our only work in connection with the Ferry Street crossing is to provide a suitable access leading to it. We do not feel that the improvement of the crossing itself should be a part of our project. We will, however, include an easement across the tracks in negotiating with the railroad company, this easement to be in the name of the City. Any easement we obtain from them in the name of the State will be only a construction easement allowing us to go on their right of way to bring the connection to the present crossing.

If you desire us to obtain this easement in the City's name, please let us know.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ac

cc to: Mr. W. C. Williams

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

July 6, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

It is our understanding, in connection with the proposed improvement of the West City Limits - St. Johns Bridge section of the Columbia River Highway (State Primary Highway No. 2), that your plans call for providing an access road leading to a grade crossing over the railroad right of way at N.W. Ferry Street. We further understand that the present plans do not include the actual crossing, but instead terminates at the southwesterly line of the right of way.

We find that a public roadway easement now exists between the northeasterly railroad right of way line and the westerly Harbor Line of the Willamette River at N.W. Ferry Street. However, we are unable to determine whether or not this easement crosses the railroad right of way, but believe that it does not.

It has been suggested, in connection with this project, that the improvement of the grade crossing referred to above be included in the construction plans. We believe this would be beneficial to the property owners directly affected as well as to the general public and, therefore, request that your department take the necessary steps to include the improvement of the grade crossing in your plans, in addition to making necessary arrangements with the railroad company for a roadway easement across their right of way. You should contact Mr. Short of this office concerning problems you may have in securing this easement.

We wish to thank you for bringing this matter to our attention.

Very truly yours,

L. H. ROSENTHAL, P.E.
City Engineer

Dw
CS:jh

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OREGON
STATE HIGHWAY COMMISSION

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JUL 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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U-171 (8)
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June 30, 1961

Mr. J. F. Moore
Western Manager - Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Re: West City Limits-St.
Johns Bridge Section
Lower Columbia River Highway
Multnomah County

Dear Sir:

Reference is made to your letter of June 20 concerning easements requested from your company for the construction of the above-cited section. I am enclosing herewith a print from a portion of our Drawing 38-17-15 entitled "Sauvies Island Bridge-St. Johns Bridge Section". This shows in more detail the permanent easement, No. 7, colored in red, and the construction easement, No. 8, colored in green, which were shown on our Drawing 38-18-19 enclosed with my letter of June 14. Parcel No. 7 lies in Section 11, T. 1 N., R. 1W., while Parcel No. 8 is in Section 12 of the same township. On this map, we have shown in red the section line between Sections 11 and 12. This is taken from a tie to the common section corners between these two sections lying to the south of the area shown on the map.

I also enclose a print from a Geological Survey quadrangle on which I have outlined in blue the area in question. You will note that a portion of the west bank of the Willamette River has not been run out by section line but refers to lots, and this accounts for the fact that our descriptions are tied to donation land claim corners.

With reference to your question as to the status of the Ferry Street crossing, I have checked with the City, and they advise me that they have no record of any street right of way across your tracks. Many years ago there was a road leading to the river ferry at St. Johns. The official designation of the road, however, ended at your easterly right-of-way boundary. The road was vacated in 1943, but the County retained a 20-foot easement. The City advises that it will be necessary to continue a crossing at this point to serve property lying east of the railroad and would like to have the matter covered by a formal easement to the City for a public road crossing. Upon completion of our work, the approach road to the crossing and the crossing itself will revert to the City for maintenance, operation and other controls. For our construction period, however, we would like a temporary construction easement as shown on the map and covered by the description of our Parcel No. 9.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. H. F. Moy
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

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FOR FILING

FORM 1612

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

U-171 (x)

6173

June 27, 1961

Mr. G. S. Paxson
Asst. State Highway Engr.
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 14, 1961, relating to the relocation of a section of the Lower Columbia River Highway between the West City Limits of Portland and the St. Johns Bridge Section.

We feel that the construction easement desired by the State can be handled in our construction agreement. This should also include the area shown in green on your print in front of the present Linnton Plywood office. We would also request formal easements covering both parcels No. 1 and No. 2 in favor of the State.

We will now prepare a construction agreement for execution on behalf of the S.P.& S. Railway and the Oregon State Highway Commission.

Very truly yours

H F Moy
Chief Engineer

HFM-o

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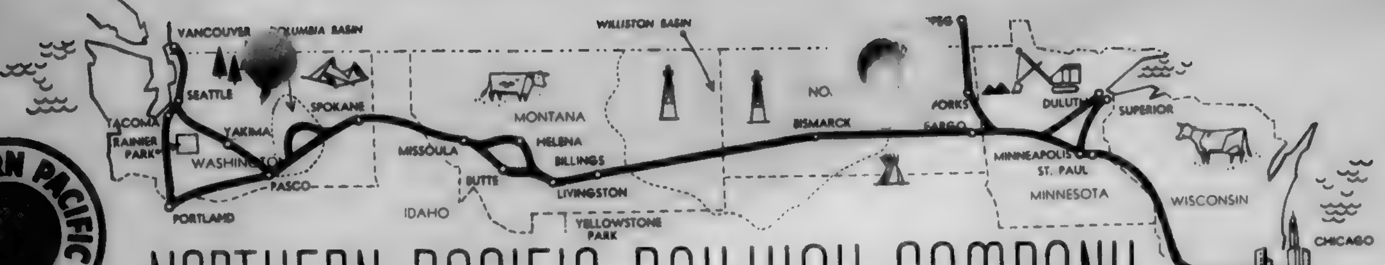
JUN 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER



NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

J. T. MOORE,
Western Manager,
Industrial Development

919 SMITH TOWER
SEATTLE 4, WASH.

M. H. NIXON,
L. M. JENNER,
C. R. WATSON,
Industrial Agents

June 20, 1961

Re: West City Limits - St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I received your letter of June 14 requesting easements from this company in the vicinity of Linnton, Oregon covering portions of right of way owned by this company but operated by the SP&S.

I am having some difficulty checking locations and determining the meaning of the colors shown. The only maps I have are old Northern Pacific right of way plats showing a section on a page at the scale of 1 inch equals 400 feet and showing old Northern Pacific stationing. Where your maps indicate a section, township and range I believe I can locate the proposed easements on our maps, at least approximately. I note, however, in one case, on the left end of your drawing 8B-18-19, there is no indication of section, township and range.

Furthermore, you show green color, which I assume indicates only a temporary easement or a slope easement, at the Ferry Street crossing and across our right of way on the right end of your drawing 8B-19-8. I find no record for right of way of the existing street crossings and wonder if it would not be desirable to include in the permanent easement whatever rights of way are required for street crossings unless you can show that the State already has such rights of way.

Yours very truly,

J. T. Moore

Western Manager Industrial Development

IMJ:db

RECEIVED
JUN 21 1961
OREGON
STATE HIGHWAY COMMISSION

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JUN 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Route of the *Vista-Dome* NORTH COAST LIMITED

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11-171 (8)

6193

June 14, 1961

Mr. J. F. Moore
Western Manager - Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Re: West City Limits-St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

Dear Sir:

The Oregon State Highway Commission is reconstructing the section of the Lower Columbia River Highway extending from the west city limits of Portland to the St. Johns Bridge to a 4-lane standard. This is a heavily built-up area, and we are having considerable difficulty in finding room for the improvement. Our location requires certain easements from your company. These matters have been discussed with the engineers for the Spokane, Portland and Seattle Railway Company, and I believe that details have been worked out so that it will not impair the use of your facility for railroad purposes. I attach hereto copy of a letter to Mr. H. F. Hey, Chief Engineer, Spokane, Portland and Seattle Railway Company, covering construction easements and property transfers of Spokane, Portland and Seattle property, which, I understand, are to be handled directly with the Spokane, Portland and Seattle Railway Company. I am advised that permanent easements are to be handled with your office.

I attach hereto a print from our Drawing 8B-18-19 which shows an easement for the construction of the approach to the existing grade crossing of the railroad leading to the gas plant. This is shown on the map and in the attached descriptions as Parcel No. 7. On the map are also shown cross-sections which show the amount of the encroachment upon your right of way. We would appreciate your consideration of this and a granting of the easement requested.

I also attach hereto a print from our Drawing 8B-19-8, dated December 1960, consisting of Sheets Nos. 1 and 2. We have shown colored in red the permanent easement for the constiuction of the service road. This is shown as Parcel No. 4 and covered in the attached descriptions as Parcel No. 4. We would request your consideration of this and a granting of this easement.

I also attach hereto print of our Drawing 8B-19-21 which shows construction easements and transfer of property which our records show as owned by the Spokane, Portland and Seattle Railway Company. I also attach copy of Sheet No. 12, West City Limits-St. Johns Bridge Section, which shows a construction easement for the improvement of the existing Ferry Street grade crossing. This is being negotiated with the Spokane, Portland and Seattle Railway Company.

This is a project which we hope to get under construction in the near future, and your consideration and granting of these easements would be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. H. F. Moy
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

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JUN 15 1961
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June 14, 1961

Spo

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: West City Limits-St. Johns
Bridge Section
Lower Columbia River Highway
Multnomah County

Dear Sir:

Please refer to your letter of April 17, 1961 concerning easements and other right-of-way matters on the above-cited project. In accordance with this letter, I am submitting to you descriptions covering both permanent easements which we should acquire from the Northern Pacific Railway Company and construction easements and property transfers which are to be handled directly with the Spokane, Portland and Seattle Railway Company.

We have investigated the matter of the proposed crossing serving the Spokane, Portland and Seattle property in Linnton, formerly the Clark Wilson property, and I submit herewith two revised prints from our Drawing 8B-19-21, revised May 1961. This revised alignment of the connection to our highway has come about because of the desire of the Richfield Oil Company to keep the property southerly from the crossing in usable condition. You will note that this will no longer require any easements over operating property held in the name of the Northern Pacific Railway Company. We do desire to purchase from you that section shown in yellow on this map and covered by the description for Parcel No. 1. We would also require a slope easement easterly from Parcel No. 1 shown colored in red on the map and covered by the description for Parcel No. 2. Parcels Nos. 3 and 10 are construction easements. Parcel No. 3 is to permit the construction of a retaining wall keeping our embankment away from your building. Parcel No. 10 is for the approach of the connecting road to the railroad crossing.

We have previously submitted to you copies of our Drawing 8B-19-8. On this drawing, Parcels Nos. 5 and 6 are for construction easements, Parcel No. 5 being slope easements on your right of way and Parcel No. 6 being an easement covering a grade crossing of your tracks. Parcel No. 4 on this same map is a permanent easement which we are requesting from the Northern Pacific Railway Company.

We have previously submitted prints from our Drawing 88-18-19, and we are requesting a construction easement for Parcel No. 8, which is the approach to the existing grade crossing of your tracks leading to the gas company plant.

On the same map is shown Parcel No. 7, which is a permanent easement for the construction of the revised approach road to this grade crossing. We are requesting this easement from the Northern Pacific Railway Company.

We have previously submitted to you prints from Sheet No. 12 of the West City Limits-St. Johns Bridge Section, which shows the construction easement for the improvement of the existing grade crossing at Ferry Street. This is shown on the map and in the descriptions as Parcel No. 9. It is our understanding that this, together with all other easements listed above, will be covered by our construction agreement directly with the Spokane, Portland and Seattle Railway Company.

If this corresponds with your understanding of the matter, we would appreciate your drawing up the necessary construction agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:aa

cc to: Mr. J. F. Moore
Western Manager - Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle, Washington

Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

DESCRIPTION ONLY

S. P. & S. Company Railroad
HRS 5-22-61
File No. 31699
[illegible]
8B-17-15

Sauvie Island Bridge-St. Johns Bridge Section

Multnomah County

Columbia River Highway

Right of Way

PARCEL NO. 1

A parcel of land lying in Sections 2 and 3, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Pages 101 through 104 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Easterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 544+68.99, said Station being 30.16 feet North and 259.25 feet West of the East quarter corner of said Section 3; thence South 26° 07' 30" East, 1531.01 feet to Station 560+00, the Easterly line of said strip of land crossing the Southerly line of said property approximately opposite center line Station 551+40.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
546+00		549+00	44
549+00		550+02	44 taper to 40
550+02		550+70	40
550+70		552+00	37

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 3200 square feet outside of the existing right of way.

PARCEL NO. 2 A permanent easement for slopes over or on the following described parcel, to-wit:

A parcel of land lying in Sections 2 and 3, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Page 101 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Northeasterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northeasterly Side of Center Line
547+00		547+50	80
547+50		550+02	80 taper to 65
550+02		550+70	43
550+70		552+00	55

EXCEPT that portion lying in Parcel #1.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 10,100 square feet outside of the existing right of way.

PARCEL NO. 3 A temporary easement for construction, retaining wall over or on the following described parcel, to-wit:

A parcel of land lying in Section 2, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Page 101 of Multnomah County Records of Deeds; the said parcel being a strip of land

extending from a line at right angles to the center line of the relocated Columbia River Highway, which center line is described in Parcel #1, at Station 550+02 to a line at right angles to said center line at Station 550+70, said strip of land being 4 feet in width and lying Northeasterly of and adjacent to the Northeasterly line of Parcel #2.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 270 square feet.

Railroad Encroachment

PARCEL NO. 4

A parcel of land lying in Section 34, Section 33 and Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being that portion of the ~~Southern~~ S.P.&S. Railroad Company right of way which is bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 35 feet Northeasterly and 50 feet Northeasterly, respectively, of the center line of the existing Main track of said Railroad and bounded on the Southeasterly and Northwesterly sides by lines at right angles to the center line of said Main track at Stations RR 441+00 and RR 519+00, respectively, on said Railroad center line, said Station 441+00 being 1954.9 feet South and 2348.4 feet East of the Initial point of Harborton in Multnomah County.

(Tie is based on Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 2.69 acres.

PARCEL NO. 5 A permanent easement for slopes over or on the following described parcel, to-wit:

A parcel of land lying in Section 34, Section 33 and Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being that portion of the ~~Southern~~ S.P.&S. Railroad Company right of way which is bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 20 feet Northeasterly and 35 feet Northeasterly, respectively, of the center line of the main track of said Railroad and bounded on the Southeasterly and Northwesterly sides by lines at right angles to the center line of said Main track at Stations RR 442+50 and RR 517+00, respectively, on said Railroad center line.

ALSO a strip of land 5 feet in width extending from a line at right angles to Station 494+50 to a line at right angles to Station 496+50 on said center line and lying between lines which are parallel with and 15 feet Northeasterly and 20 feet Northeasterly of said center line.

The parcel of land to which this description applies contains 2.59 acres.

PARCEL NO. 6 A permanent easement for railroad crossing over or on the following described parcel, to-wit:

A parcel of land lying in the S½ of Section 34, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning on the Southwesterly right of way line of the ~~Southern~~ S.P.&S. Railroad Company at a point 50 feet Southwesterly (when measured radially to) the center line of the main track of said railroad at Station 439+14.9. Said point also being 2117.3 feet South and 2450.2 feet East of the Initial point of Harborton in Multnomah County; thence North 2° 46' 45" East 130.55 feet to the Northeasterly right of way line of said ~~Southern~~ S.P.&S. Company at a point opposite Station 439+98.8 on said Railroad center line; thence Southeasterly along a line which is parallel with and 50 feet Northeasterly of said Railroad center line, a distance of 97.9 feet; thence South 2° 46' 45" West 130.55 feet; to the Southwesterly right of way line of said Railroad; thence Northwesterly along said Southwesterly right of way line 97.9 feet to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 9,790 square feet.

Railroad Encroachment

PARCEL NO. 7

A parcel of land lying in the W. W. Baker D. L. C., Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being a strip of land 15 feet in width lying Northeasterly of and adjacent to the Southwesterly right of way line of the S. P. & S. Company Railroad and extending from a line at right angles to the

Main Track center line of said Railroad at Station 300+75 to a line at right angles to said Main Track center line at Station 303+00.

The parcel of land to which this description applies contains 3,375 square feet.

PARCEL NO. 8 A temporary easement for road approach, for duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in the W. W. Baker D. L. C., Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being bounded on the Northeasterly side by the Main Track center line of the S. P. & S. Company Railroad; bounded on the Southwesterly side by the Southwesterly right of way line of said Railroad, bounded on the Southeasterly side by a line at right angles to said Railroad center line at Station 296+20 and bounded on the Northwesterly side by a line at right angles to said center line at Station 296+80.

The parcel of land to which this description applies contains 1,800 square feet.

PARCEL NO. 9 A permanent easement for road approach over or on the following described parcel, to-wit:

A parcel of land lying in the W. W. Baker D. L. C., Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being bounded on the Southeasterly side by the Northeasterly extension of the Southeasterly line of NW Ferry Street, bounded on the Northwesterly side by the Northeasterly extension of the Southeasterly line of Block 27, Whitwood Court; bounded on the Northeasterly side by a line which is parallel with and 5 feet Southwesterly of the Main Track center line of the S. P. & S. Company Railroad and bounded on the Southwesterly side by the Southwesterly right of way line of said Railroad.

The parcel of land to which this description applies contains 1,560 square feet.

PARCEL NO. 10 A temporary easement for construction of access road, for duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in Section 2, Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the point of intersection of the Northeasterly extension of the Southeasterly line of Clark Terraces in Multnomah County with the Northeasterly line of Parcel #2; thence Southeasterly along the Northeasterly line of said Parcel #2 to the Northwesterly line of that property as described in that deed to Richfield Oil Company, recorded in Book 1774, Page 192 of Multnomah County Deed Records; thence Northeasterly along the Northwesterly line of said Richfield Oil Company property and its Northeasterly extension to main line of S. P. & S. Company Railroad; thence Northwesterly along said main line to the point of intersection of the Northeasterly extension of the Southeasterly line of said Clark Terraces; thence Southwesterly along said extension to the place of beginning.

The parcel of land to which this description applies contains 10,920 square feet.

lw/4

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JUN 23 1961
FOR FILING

u-171 (8)
[illegible]
6193

MISC. CONTRACTS and
AGREEMENTS No. 5-12

Salem, Oregon
June 14, 1961

Cooperative Construction Agreement
West City Limits-St. Johns Bridge Sec.
Columbia River Highway
City of Portland

Mr. C. G Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham

Attached is a conformed copy of a cooperative construction agreement with the City of Portland covering construction on the West City Limits-St. Johns Bridge Section of the Columbia River Highway in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
JUN 12 1961
FOR FILING

U-771-(8)
[illegible]
6193

June 12, 1961

Bonneville Power Administration
Post Office Box 3537
Portland 8, Oregon

2660

Attention Mr. John V. Mulcahy
Chief, Branch of Land

Re: West City Limits-St. Johns Bridge
Columbia River Highway
Your Ref: Vancouver-Eugene and St. Johns-Salem Lines

Gentlemen:

In reply to your letter of May 19 concerning access to your lines on the subject section, I am attaching a print of Sheet No. 4 of our plans showing reconstruction limits within your right of way on both the north and south connections at Station 490+17. Also attached is Sheet No. 15A showing profiles on these two connections. The profile of the north connection is shown as road connection on left, Station 490+17, and the profile of the south connection is shown as road connection on right, Station 490+17.

In answer to the second paragraph of your letter, both the north and south approaches will be reconstructed and connected to the highway and the right to the use of these connections will not be controlled in any manner by the Highway Department. They both may be used by any parties having the right to use the existing approaches.

Our proposed construction will not be entirely within our right of way but it will be necessary for our Right of Way Division to contact you for construction easements and/or permits of entry to recontruct the approaches as shown on the attached profiles.

In the matter of permits for these two approaches, it is not our policy to issue permits for existing legal access points. The legality of these approaches is recognized by our reconstruction of same and the only way in which they could be closed or removed would be through our purchase of these access rights, and we have no intention of doing this. In view of the above, I am sure you will agree that permits are not necessary.

If additional information is necessary, you may discuss it with our right-of-way agent when he contacts you. Please feel free to call on us again.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

enc.
cc Mr. W. C. Williams
Mr. Tom Edwards
DJB:jk ms

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

May 19, 1961

Subject: Vancouver-Eugene and
St. Johns-Salem Lines
Your Ref: West City Limits-St. Johns Bridge
Section, Columbia River Highway

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO Cooper
By State Highway Engineer

Dear Mr. Williams:

Thank you for your letter of May 15, 1961 concerning access from the subject highway to our Vancouver-Eugene and St. Johns-Salem transmission lines.

Our only concern about the approach on the north side of the highway at approximate Highway Station 490 was that it be provided for joint use by Bonneville and Portland General Electric, not for the exclusive use of Portland General Electric, since the existing road is on our fee-owned right of way.

As near as we can determine your proposed construction will be entirely within the original highway right of way and will not encroach on our rights of way. So long as access as indicated is provided, we have no objection to the proposed construction. We would prefer, however, that the Highway Commission issue the Administration a permit for the two approaches, and if you concur, please arrange this.

Since the frontage road construction is to be included in a future project, negotiation for the rights for this road can be deferred until a later date.

Very truly yours,

John V Mulcahy
John V. Mulcahy
Chief, Branch of Land

EdW

RECEIVED
MAY 2[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

9

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JUN 14 1961
FORM 2-30 ... 3-61 ...
FOR FILING

4-171 (8)
6193

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8,1961

SUBJECT: File 31699
Sauvie Island Bridge-St. Johns Bridge
Columbia River Highway
Spokane, Portland & Seattle Railway Co.

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

I am returning drawing 8B-19-8 Sheets 1 and 2, 8B-18-19, and Sheet #12 of West City Limits-St. Johns Bridge plans covering the Ferry Street crossing. These have been checked and found to agree with out present plans.

Also attached are four copies of drawing 8B-19-21. As shown on this plan our access to the Spokane, Portland & Seattle Railway Company property north of the tracks has been revised to utilize the present track crossing.

This is the location Mr. Moy suggested we consider easterly 10' in order to avoid any encroachment on the Northern Pacific right of way. This present plan eliminates any such encroachment. Also attached is a copy of a description of various parcels which have been checked and are correct. You will note that Parcel 11 has been deleted. This is the property for the original plan shown on drawing 8B-18-21. It is also necessary to revise Parcel 10 due to this same change of plan.

Tom Edwards
Construction Engineer

By

D. J. Barbee

NOTED

D. J. Barbee
Asst. Construction Engineer

DJB:jk
Attachment

RECEIVED
JUN 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-122-X 75M 1-60
JUN 20 1961

NOTED
W. C. WILLIAMS

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

U-171 (6)

173

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 31, 1961

Mr. C. C. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Oregon Project U-171(6)
Portland Urban Boundary - St.
Johns Bridge Section

Dear Mr. Polk:

This will reply to your letter of April 28, 1961, relative to the subject project.

It has been determined that File No. 31654 is not needed for construction. As a result, that file is being cancelled and the pending suit in condemnation is being dismissed.

The proposed frontage road between the Sauvie Island Bridge and Station No. 495+00 will be connected at only one point, approximately Station No. 495+75. All the existing connections to the area served by this frontage road have been removed, since widening along the easterly side creates prohibitively steep grades between the highway and the abutting properties.

We have determined that the proposed frontage road will cost $86,300 and estimate that right of way for the frontage road will cost an additional $80,000. We estimate the damage, which would accrue to the property should no frontage road be constructed, at approximately $410,000.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mr
cc: Mr. W. C. Williams ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
JUN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1961
FOR FILING

9-171 (8)
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6193

May 15, 1961

Bonneville Power Administration
Post Office Box 3537
Portland 8, Oregon

Attention Mr. John D. Curran
Acting Chief
Branch of Land

Re: West City Limits-St. Johns Bridge
Columbia River Highway

Your Ref: Vancouver-Eugene and
St. Johns-Salem Lines

Gentlemen:

In reply to your letter of May 4 on the above matter, it may be that our original letter to you on this subject was not entirely clear; I am, therefore, attaching a map of this area showing our proposed construction.

The area shaded in blue on the attached map is our proposed present construction. The road shown colored in green will be constructed on a future project extending west of the Portland city limits.

As shown on the attached map, we will construct a connection on the south side of our highway near Station 490 into the existing road. We will also construct a connection on the north side of our highway approximate Station 490 for service to the Portland General Electric substation and this connection will also connect with the existing road crossing the railroad track and within the limits of your present rights of way. This connection will be used by Portland General Electric to their substation and also connect what is apparently your road.

In the future when the frontage road north of the railroad track is constructed, access into your property northerly of this frontage road would be made from this frontage road.

In our preceding letter, our reference to the agreement between Portland General Electric and your organization was only made on the basis that we had no knowledge of your rights to use this road presently. If you have the right to serve your facility through this road, I cannot see how our construction would change this right.

I trust the above will clarify the matter. If further information is needed, please contact us.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards

DJB:jk ms

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

May 4, 1961

Subject: Vancouver-Eugene and
St. Johns-Salem Lines
Your Ref: West City Limits-St. Johns Bridge
Section, Columbia River Highway

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

This will acknowledge your letter of April 7, 1961 concerning access to our right of way for the Vancouver-Eugene and St. Johns-Salem transmission lines from the proposed West City Limits-St. Johns Bridge section of the Columbia River Highway.

Access on the south opposite Station 490, as shown on Sheet 4 of the highway drawing, will be adequate. Also, the road to be constructed on the north side of the highway opposite Station 490 will give us the access we need. However, we cannot agree that we should make arrangements with Portland General Electric for use of this entrance road. We feel that it is the State's responsibility to make whatever arrangements are necessary for joint use of the road by Portland General Electric and Bonneville, inasmuch as the access we now have is being eliminated by the proposed highway construction.

We would like to hear from you further on this matter.

Very truly yours,

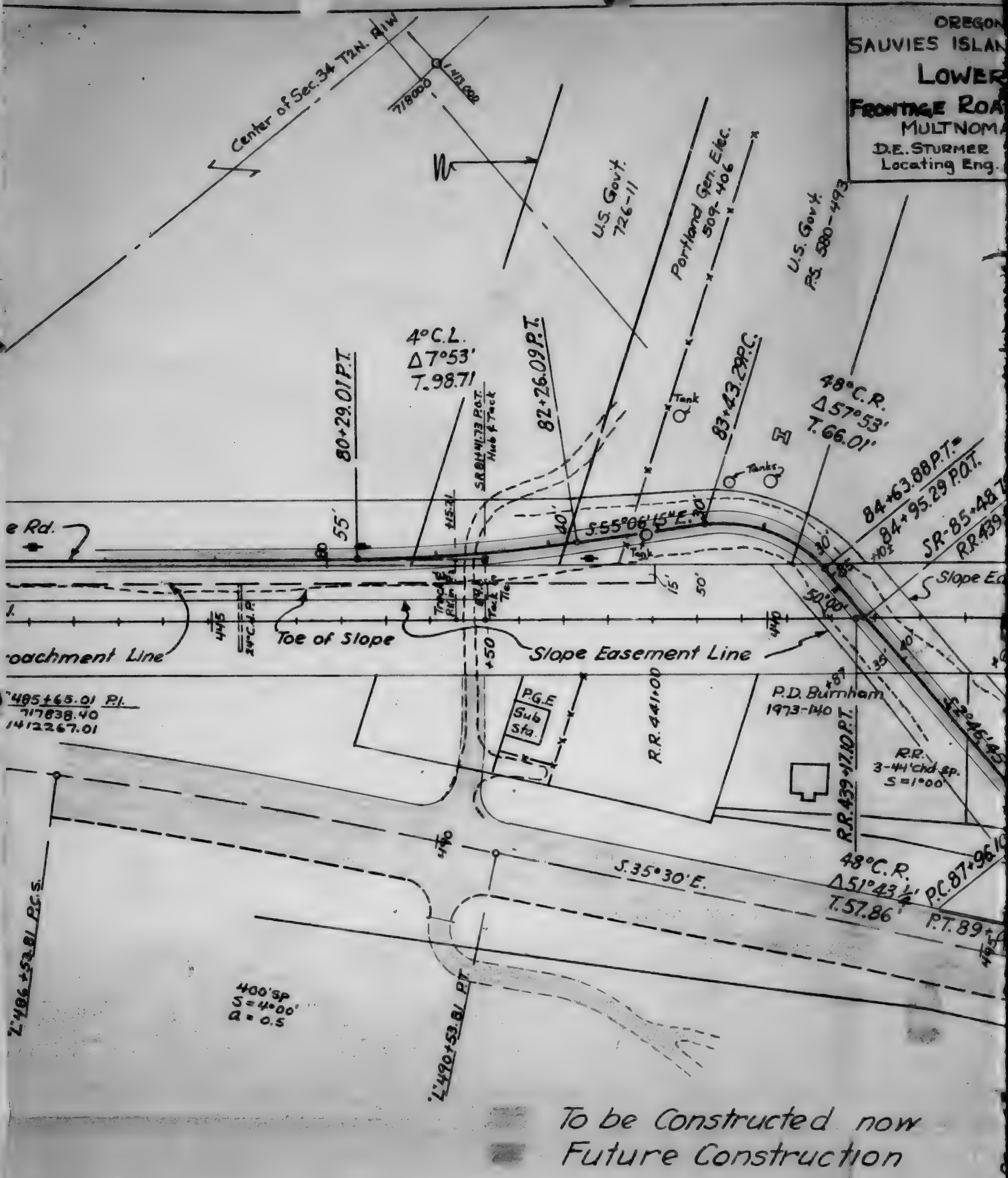
John D Curran

John D. Curran
Acting Chief
Branch of Land

RECEIVED
MAY 9 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON
SAUVIES ISLAN
LOWER
FRONTAGE ROA
MULTNOMA
D.E. STURMER
Locating Eng.



▨ To be Constructed now
▨ Future Construction

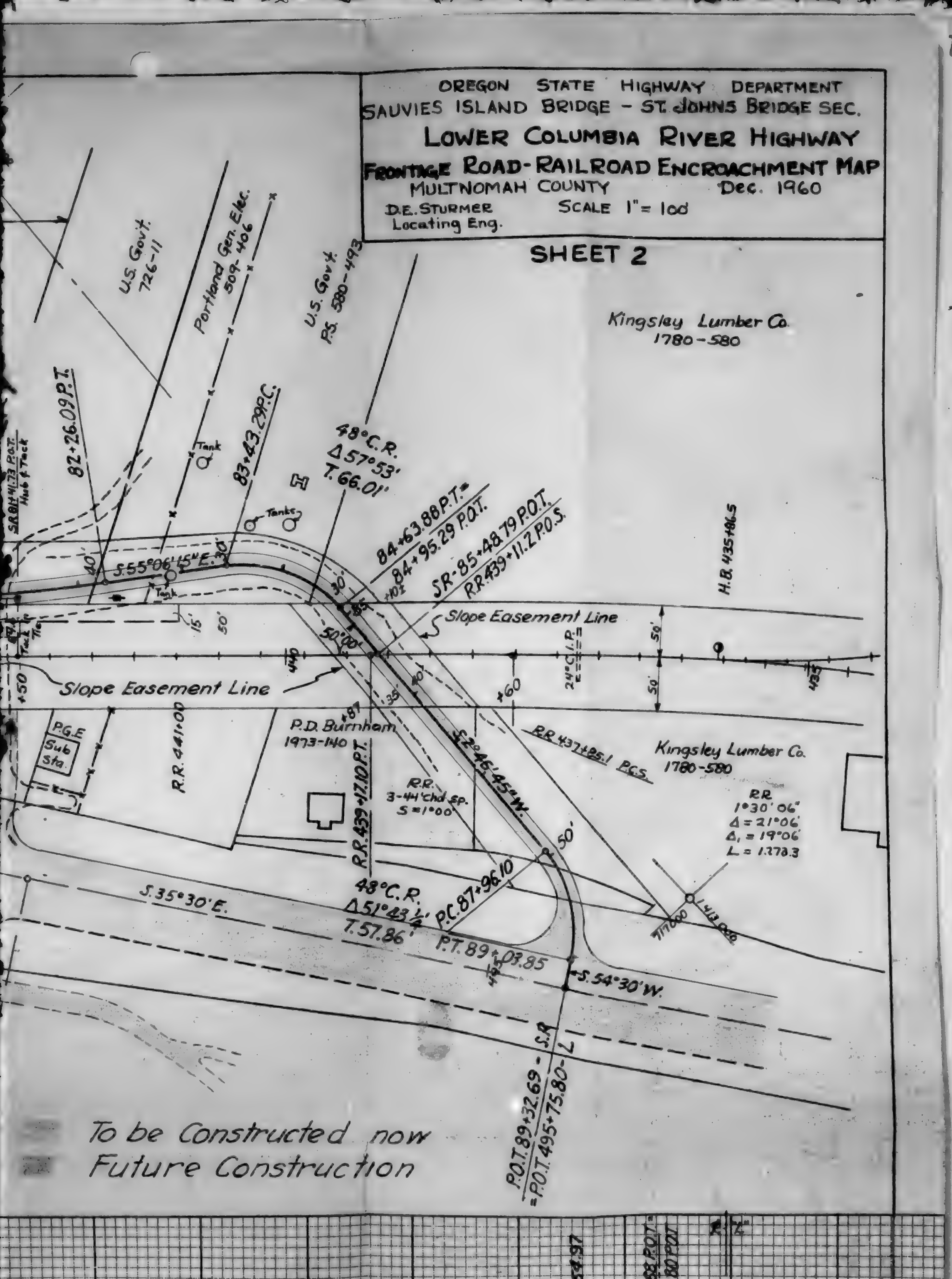
OREGON STATE HIGHWAY DEPARTMENT
SAUVIES ISLAND BRIDGE - ST. JOHNS BRIDGE SEC.

LOWER COLUMBIA RIVER HIGHWAY

FRONTAGE ROAD-RAILROAD ENCROACHMENT MAP

MULTNOMAH COUNTY Dec. 1960
D.E. STURMER Locating Eng. SCALE 1" = 100

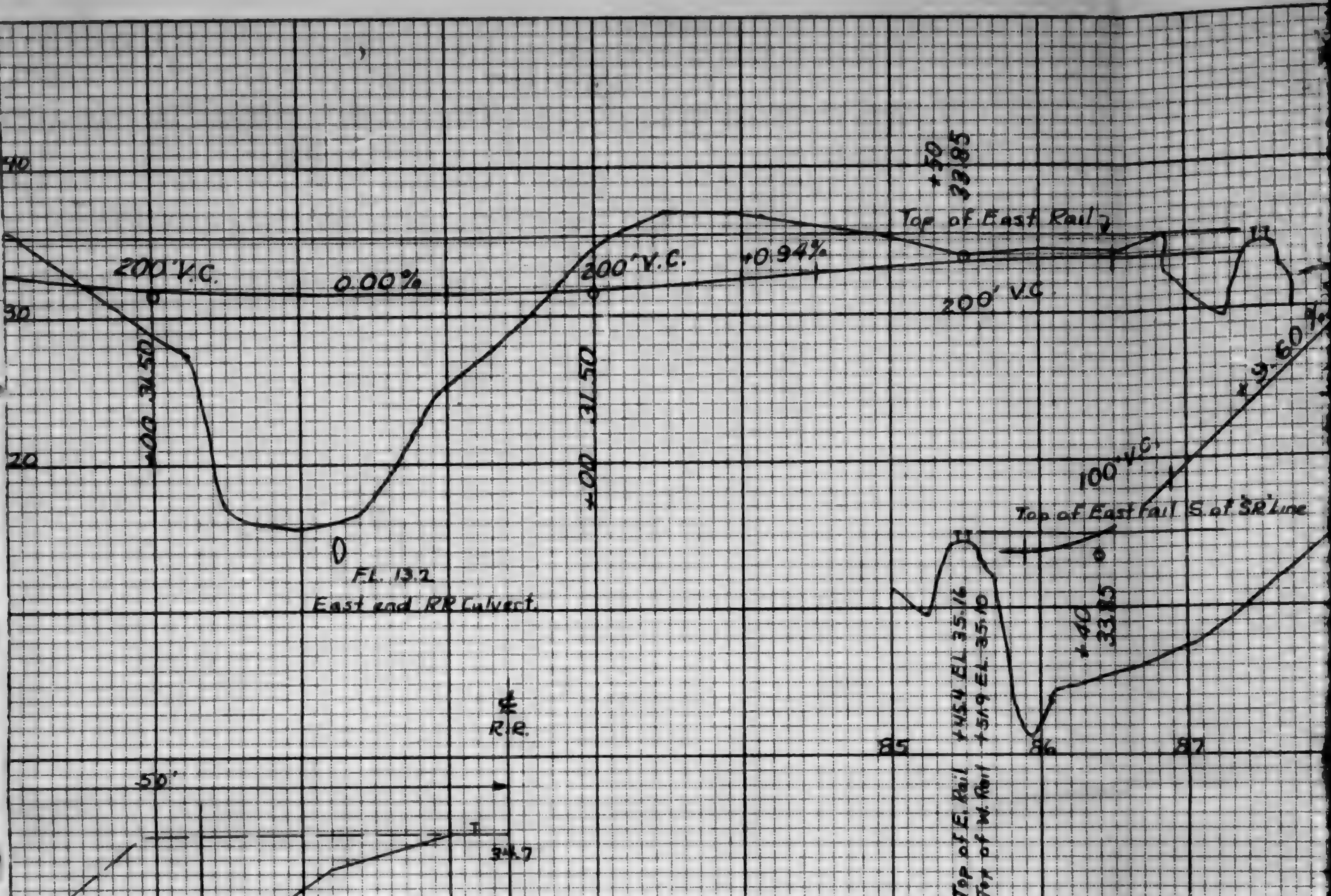
SHEET 2



U.S. Gov't. 726-11
Portland Gen. Elec. 509-406
U.S. Gov't. P.S. 580-493
Kingsley Lumber Co. 1780-580
82+26.09 P.I.
83+43.29 P.C.
S.R. 81+41.73 P.O.T. Hub & Tack
Tank
Tanks
48° C.R. Δ 57°53' T. 66.01'
84+63.88 P.T. = 84+95.29 P.O.T.
SR-85+48.79 P.O.T. = R.R. 439+11.2 P.O.S.
H.B. 435+86.5
S.55°06'15"E.
Slope Easement Line
Slope Easement Line
50°00'
+50
440
+60
24"C.I.P.
435
R.R. 441+00
P.G.E. Sub Sta.
P.D. Burnham 1973-140
+87
R.R. 439+17.10 P.T.
R.R. 3-44' Chd. Sp. S=1°00
S.2°46'45"W.
R.R. 437+85.1 P.C.S.
Kingsley Lumber Co. 1780-580
R.R. 1°30'06" Δ = 21°06' Δ1 = 19°06' L = 1378.3
S.35°30'E.
48° C.R. Δ 51°43 1/4' T. 57.86'
P.C. 87+96.10
P.T. 89+03.85
S.54°30'W.
P.O.T. 89+32.69 - S.R. = P.O.T. 495+75.80 - L
54.97
32.68 P.O.T. = 75.80 P.O.T.

To be Constructed now
Future Construction

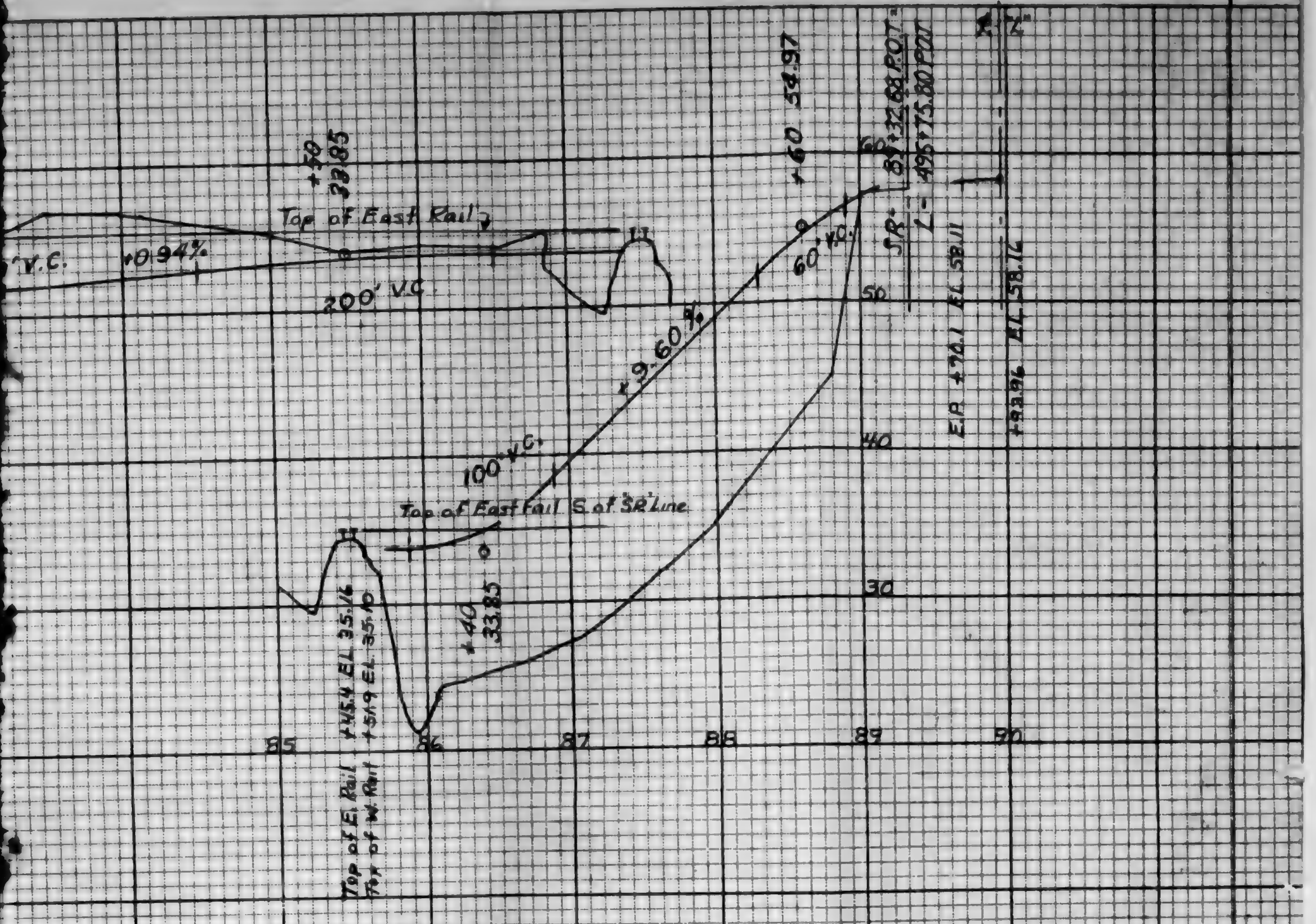
To be Constructed - now
Future Construction

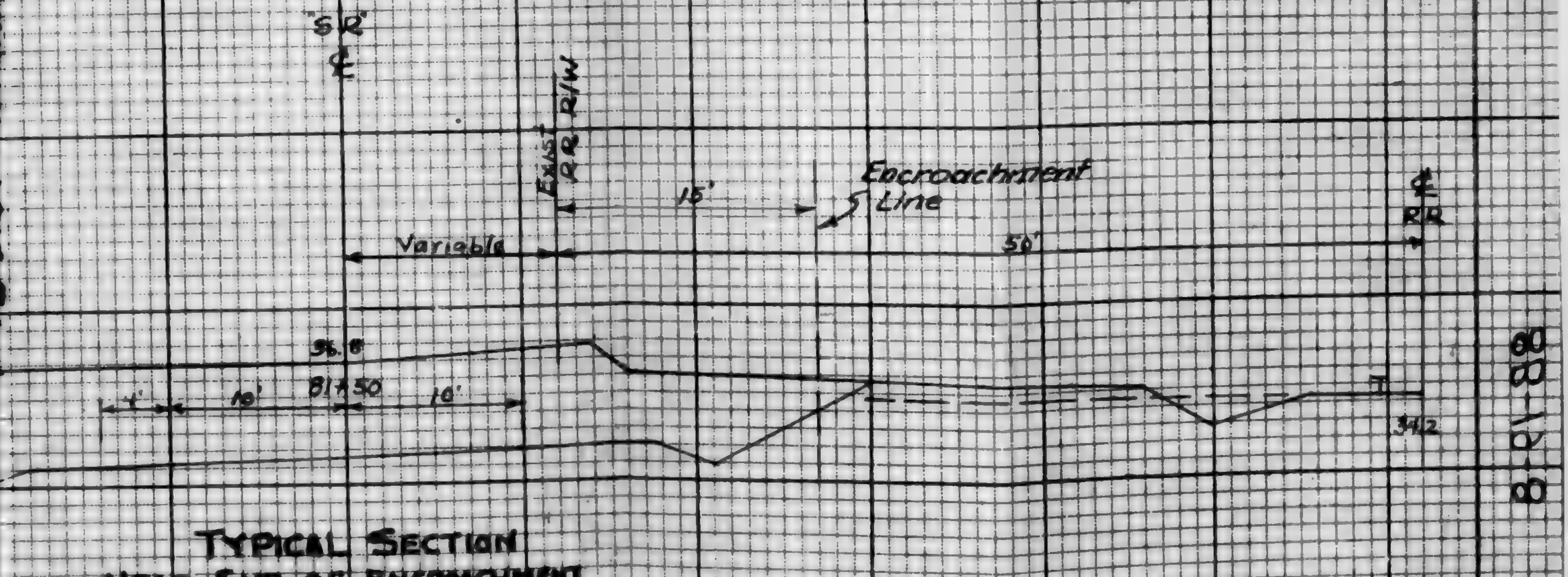


TYPICAL SECTION
NEAR END OF ENCROACHMENT

To be Constructed now
Future Construction

P.O.T. 89+32.6
=P.O.T. 495+75.





TYPICAL SECTION
NEAR END OF ENCROACHMENT

8-12-60

85

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1961

4-171 (8)

6193

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

May 4, 1961

Subject: Vancouver-Eugene and
St. Johns-Salem Lines
Your Ref: West City Limits-St. Johns Bridge
Section, Columbia River Highway

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

This will acknowledge your letter of April 7, 1961 concerning access to our right of way for the Vancouver-Eugene and St. Johns-Salem transmission lines from the proposed West City Limits-St. Johns Bridge section of the Columbia River Highway.

Access on the south opposite Station 490, as shown on Sheet 4 of the highway drawing, will be adequate. Also, the road to be constructed on the north side of the highway opposite Station 490 will give us the access we need. However, we cannot agree that we should make arrangements with Portland General Electric for use of this entrance road. We feel that it is the State's responsibility to make whatever arrangements are necessary for joint use of the road by Portland General Electric and Bonneville, inasmuch as the access we now have is being eliminated by the proposed highway construction.

We would like to hear from you further on this matter.

Very truly yours,

John D. Curran
Acting Chief
Branch of Land

5-10-61
Barker is handling

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APR 19 1961
FOR FILING
4-171 (8)
6193

Salem, Oregon
April 19, 1961

Mr. Tom Edwards

I attach hereto copy of a letter received from the Spokane, Portland & Seattle Railway Company concerning easements for encroachments and construction on the West City Limits-Sauvies Island Section of the Lower Columbia River Highway in Multnomah County.

I call your attention to the first paragraph on page 2 of this letter where Mr. Moy suggests the moving of the service road connection easterly 10 feet in order to avoid encroachment on Northern Pacific right of way. I believe that this property is all in Spokane, Portland & Seattle ownership, and apparently they have no objection to allowing us to use more of the property in order to avoid dealing with the Northern Pacific concerning the matter. Will you please look into this and advise whether the revision should be made.

In this entire section we are physically closing access to the new highway for private roads that cross the railroad tracks on private crossings and would be served by service roads when the project is complete. You will note that the Railway Company feels that it is our obligation to deal with the property owners who now have private crossing permits from the Railway Company. I do not know whether we can physically close these crossings without agreement with the persons using them, but if we cannot do so, I feel that our Right of Way Department should conduct negotiations with these property owners.

I am attaching copies of the maps submitted to the Spokane, Portland & Seattle Railway last February. These are 8B-19-8, Sheets 1 and 2, 8B-18-19 and 8B-18-21. The sheet covering the Ferry Street crossing is Sheet No. 12 of the West City Limits-St. Johns Bridge plans. This, however, only covers reconstruction of an existing grade crossing and will be handled under a construction agreement. I attach a copy of this sheet.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mm

cc to: Mr. Walter T. Wright

FORM 1612

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 17, 1961

Mr. G. S. Paxson
Asst. State Highway Engr.
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Reference is made to your letter of February 7, 1961, on the Portland West City Limits - Sauvies Island Bridge Section, Lower Columbia River Highway, Multnomah County, and its effect on the right of way of the Northern Pacific Railway through this vicinity.

It appears that any temporary encroachments indicated on the maps furnished could be covered in the construction and maintenance agreement. Any permanent encroachments must be covered by easement from the Northern Pacific Railway in favor of the State of Oregon. In this connection I would suggest that you contact Mr. J. T. Moore, Western Manager Industrial Development, Northern Pacific Railway Company, 919 Smith Tower, Seattle 4, Washington. Your application to Mr. Moore should be accompanied by prints and descriptions of the areas desired, and it might be well if you would furnish Mr. Garrett and myself with copies of your letter to Mr. Moore.

On your Drawing No. 8B-18-9 19 the proposed gas company crossing could possibly be covered in our construction and maintenance agreement. However, the 15 ft. strip immediately west of the gas company crossing, indicated in red, will have to be taken from the Northern Pacific Railway. It is possible that the so-called Ferry Street crossing,

Sheet #12

indicated in green on this print, could be covered in our construction and maintenance agreement.

On your Drawing No. 8B-19-21 the area outlined in green fronting S.P.& S. (formerly Clark-Wilson) property at Linnton, if the portion paralleling the main line extending northwesterly from the proposed new crossing was moved easterly a matter of 10 ft. in order to avoid any encroachment on Northern Pacific right of way, I think this could also be covered in your construction agreement. Also on Drawing No. 8B-19-6, sheets 1 and 2, areas outlined in green could be handled in this construction and maintenance agreement. Portions in red, however, to be used in the permanent roadway would have to be covered by easement from the Northern Pacific Railway.

You realize that the construction and maintenance agreement will carry a clause providing that the Northern Pacific Railway Company shall grant the State the desired permanent easements for a monetary consideration to be agreed upon. Also, easements granted by the Northern Pacific Railway will be subject to reservation for crossings as now stipulated in the Railway Company's deeds unless such reservations can be released in favor of the Railway Company; said releases to be obtained by and at the expense of the Oregon State Highway Department. In granting said easements it is understood that the Railway Company will not be required to obtain the consent of its Mortgage Company to said easements. All of the above suggestions which I have presented must be approved by the Northern Pacific Railway prior to the Oregon State Highway Department entering into a construction agreement with the S.P.& S. Railway.

As to the Oregon State Highway Department assuming the responsibility for obtaining the desired grade crossing releases, it our opinion that the work proposed is for the full benefit of the State and not of the Railway Company. Therefore, I can see no reason why the State should not assume the responsibility of clearing up whatever rights adjacent property owners may have in present crossings.

If Mr. Moore of the Northern Pacific Railway is agreeable, I will prepare a construction and maintenance agreement for execution on behalf of the Oregon State Highway Department, the S.P.& S. Railway, and the Northern Pacific Railway.

Very truly yours

H F Moy

Chief Engineer

HFM-o

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APR 19 1961
OREGON
STATE HIGHWAY COMMISSION

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APR 10 1961
FOR FILING
U-171 ([illegible])
6173

April 7, 1961

Mr. John V. Mulcahy, Chief
Branch of Land
Bonneville Power Administration
Portland 8, Oregon

Dear Sir:

Ref. Vancouver-Eugene and St. Johns-Salem Lines

In reply to your letter of March 27 to Mr. Tom Edwards, I am attaching Sheet No. 4 of the plans on our West City Limits-St. Johns Bridge Section of the Columbia River Highway.

You will note on the plan that we will construct a connection from our highway near Station 490 to a road leading south. This is in the limits of your right of way and I assume you serve from this road at present.

We are also constructing an entrance with the Portland General Electric station on the north side of our highway opposite Station 490. This can also be used by the Bonneville Power Administration to service its facilities in this area as far as the Highway Commission is concerned. This, of course, will depend on arrangements you have with the Portland General Electric Company on service in this area.

The frontage road north of the Spokane, Portland and Seattle Railroad is not shown on our plans, as we do not propose to construct it under this project. It will be constructed on the next unit west where it will be necessary for us to revise service to properties west of the end of this project. We do recognize that it is our responsibility to deal with the City of Portland in regard to its facilities that are in the easement area which we requested from you.

Very truly yours,

W. C. Williams
State Highway Engineer

Attachment

cc Mr. Tom Edwards

DJB:ep er

REFERRED 3/28
TO Barker
FOR access determination
& R/D reply
ACTION TAKEN
L. H. YOUNG

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

March 27, 1961

Subject: Vancouver-Eugene and
St. Johns-Salem Lines
Your Ref: West City Limits-St. Johns Bridge

Mr. Tom Edwards, Construction Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. F.B. Klaboe
Field Construction Engineer

Dear Mr. Edwards:

Reference is made to your letter of January 20, 1961 with which you forwarded preliminary plan and profile drawings for the subject highway project.

Our engineers have reviewed these plans and we have no objection to the construction as it affects our Vancouver-Eugene and St. Johns-Salem lines. No changes in our facilities will be required; however, access to the right of way on the south side of the highway will have to be provided by the State. We assume you plan to do this, but would like definite assurance from your office, as well as a print of the plan of access for the area as soon as completed.

On January 23, 1961 we approved the construction of a frontage road in this area which will cross our rights of way north of the Spokane, Portland and Seattle Railroad. This approval was subject to the State's working out an agreement with the City for the relocation or removal of the City's fire training center, which is located on our rights of way by permit and is within the frontage road right of way. This frontage road will provide access to our towers to the north. We assume you plan to provide an access road to the Portland General Electric station which is located between the highway and the Spokane, Portland and Seattle Railroad, and that Bonneville can use this road if it is necessary to gain access to that portion of its right of way lying between the highway and the railroad.

We will appreciate your confirmation that access as required to serve our facilities will be provided by the State.

Very truly yours,

John V. Mulcahy

John V. Mulcahy
Chief, Branch of Land

CONSTRUCTION DIVISION
RECEIVED
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

cc: Mr. Earl F. Saling

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APR 10 1961

FORM E-30 50M 2-60 26118
FOR FILING

U-171 (8)
: 1
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1961

SUBJECT: R/W File 31699 - S. P. & S. Railroad Company
Sauvie Island Bridge-St. Johns Bridge Section
Columbia River Highway
Multnomah County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are two copies of descriptions dated February 24, 1961, which conform to the encroachment prints sent to you on February 21, 1961 concerning Right of Way, Easements and Encroachments, on the subject section.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: Mr. W. T. Wright

4-19-61
To be checked
after Edwards advises
construction of plans
HH

6-12-61
These descriptions
are void. See letter
of 6-14-61
HH

NOTED

DESCRIPTION ONLY

one

S. P. & S. Company Railroad

File No. 31699
PC 2-24-61
8B-17-15

Sauvie Island Bridge-St. Johns Bridge Section

Multnomah County

Columbia River Highway

6-12-61
This description
void HLP

Right of Way

PARCEL NO. 1

A parcel of land lying in Sections 2 and 3, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Pages 101 through 104 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Easterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 544+68.99, said Station being 30.16 feet North and 259.25 feet West of the East quarter corner of said Section 3; thence South 26° 07' 30" East, 1531.01 feet to Station 560+00, the Easterly line of said strip of land crossing the Southerly line of said property approximately opposite center line Station 551+40.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
546+00		549+00	44
549+00		550+02	44 taper to 40
550+02		550+70	40
550+70		552+00	37

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 3200 square feet outside of the existing right of way.

PARCEL NO. 2 A permanent easement for slopes over or on the following described parcel, to-wit:

A parcel of land lying in Sections 2 and 3, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Page 101 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Northeasterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northeasterly Side of Center Line
547+00		547+50	80
547+50		550+02	80 taper to 65
550+02		550+70	43
550+70		552+00	55

EXCEPT that portion lying in Parcel #1.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 10,100 square feet outside of the existing right of way.

PARCEL NO. 3 A temporary easement for construction, retaining wall over or on the following described parcel, to-wit:

A parcel of land lying in Section 2, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Page 101 of Multnomah County Records of Deeds; the said parcel being a strip of land

DESCRIPTION ONLY

S. P. & S. Company Railroad

Sauvie Island Bridge-St. Johns Bridge Section

Multnomah County

File No. 31699
PC 2-24-61
8B-17-15

Columbia River Highway

6-12-61
This description
one
void MP

Right of Way

PARCEL NO. 1

A parcel of land lying in Sections 2 and 3, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Pages 101 through 104 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Easterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 544+68.99, said Station being 30.16 feet North and 259.25 feet West of the East quarter corner of said Section 3; thence South 26° 07' 30" East, 1531.01 feet to Station 560+00, the Easterly line of said strip of land crossing the Southerly line of said property approximately opposite center line Station 551+40.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line
546+00		549+00	44
549+00		550+02	44 taper to 40
550+02		550+70	40
550+70		552+00	37

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 3200 square feet outside of the existing right of way.

PARCEL NO. 2 A permanent easement for slopes over or on the following described parcel, to-wit:

A parcel of land lying in Sections 2 and 3, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Page 101 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Northeasterly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described in Parcel #1.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northeasterly Side of Center Line
547+00		547+50	80
547+50		550+02	80 taper to 65
550+02		550+70	43
550+70		552+00	55

EXCEPT that portion lying in Parcel #1.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 10,100 square feet outside of the existing right of way.

PARCEL NO. 3 A temporary easement for construction, retaining wall over or on the following described parcel, to-wit:

A parcel of land lying in Section 2, Township 1 North, Range 1 West, W. M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Spokane, Portland & Seattle Railroad Company, recorded in Book 1384, Page 101 of Multnomah County Records of Deeds; the said parcel being a strip of land

extending from a line at right angles to the center line of the relocated Columbia River Highway, which center line is described in Parcel #1, at Station 550+02 to a line at right angles to said center line at Station 550+70, said strip of land being 4 feet in width and lying Northeasterly of and adjacent to the Northeasterly line of Parcel #2.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 270 square feet.

Railroad Encroachment

PARCEL NO. 4

A parcel of land lying in Section 34, Section 33 and Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being that portion of the Southern Pacific Railroad Company right of way which is bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 35 feet Northeasterly and 50 feet Northeasterly, respectively, of the center line of the existing Main track of said Railroad and bounded on the Southeasterly and Northwesterly sides by lines at right angles to the center line of said Main track at Stations RR 441+00 and RR 519+00, respectively, on said Railroad center line, said Station 441+00 being 1954.9 feet South and 2348.4 feet East of the Initial point of Harborton in Multnomah County.

(Tie is based on Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 2.69 acres.

PARCEL NO. 5 A permanent easement for slopes over or on the following described parcel, to-wit:

A parcel of land lying in Section 34, Section 33 and Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being that portion of the Southern Pacific Railroad Company right of way which is bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 20 feet Northeasterly and 35 feet Northeasterly, respectively, of the center line of the main track of said Railroad and bounded on the Southeasterly and Northwesterly sides by lines at right angles to the center line of said Main track at Stations RR 442+50 and RR 517+00, respectively, on said Railroad center line.

ALSO a strip of land 5 feet in width extending from a line at right angles to Station 494+50 to a line at right angles to Station 496+50 on said center line and lying between lines which are parallel with and 15 feet Northeasterly and 20 feet Northeasterly of said center line.

The parcel of land to which this description applies contains 2.59 acres.

PARCEL NO. 6 A permanent easement for railroad crossing over or on the following described parcel, to-wit:

A parcel of land lying in the S½ of Section 34, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning on the Southwesterly right of way line of the Southern Pacific Railroad Company at a point 50 feet Southwesterly (when measured radially to) the center line of the main track of said railroad at Station 439+14.9. Said point also being 2117.3 feet South and 2450.2 feet East of the Initial point of Harborton in Multnomah County; thence North 2° 46' 45" East 130.55 feet to the Northeasterly right of way line of said Southern Pacific Company at a point opposite Station 439+98.8 on said Railroad center line; thence Southeasterly along a line which is parallel with and 50 feet Northeasterly of said Railroad center line, a distance of 97.9 feet; thence South 2° 46' 45" West 130.55 feet; to the Southwesterly right of way line of said Railroad; thence Northwesterly along said Southwesterly right of way line 97.9 feet to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 9,790 square feet.

PARCEL NO. 7

Railroad Encroachment

A parcel of land lying in the W. W. Baker D. L. C., Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being a strip of land 15 feet in width lying Northeasterly of and adjacent to the Southwesterly right of way line of the S. P. & S. Company Railroad and extending from a line at right angles to the

extending from a line at right angles to the center line of the relocated Columbia River Highway, which center line is described in Parcel #1, at Station 550+02 to a line at right angles to said center line at Station 550+70, said strip of land being 4 feet in width and lying Northeasterly of and adjacent to the Northeasterly line of Parcel #2.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 270 square feet.

Railroad Encroachment

PARCEL NO. 4

A parcel of land lying in Section 34, Section 33 and Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being that portion of the Southern Pacific Railroad Company right of way which is bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 35 feet Northeasterly and 50 feet Northeasterly, respectively, of the center line of the existing Main track of said Railroad and bounded on the Southeasterly and Northwesterly sides by lines at right angles to the center line of said Main track at Stations RR 441+00 and RR 519+00, respectively, on said Railroad center line, said Station 441+00 being 1954.9 feet South and 2348.4 feet East of the Initial point of Harborton in Multnomah County.

(Tie is based on Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 2.69 acres.

PARCEL NO. 5 A permanent easement for slopes over or on the following described parcel, to-wit:

A parcel of land lying in Section 34, Section 33 and Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being that portion of the Southern Pacific Railroad Company right of way which is bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 20 feet Northeasterly and 35 feet Northeasterly, respectively, of the center line of the main track of said Railroad and bounded on the Southeasterly and Northwesterly sides by lines at right angles to the center line of said Main track at Stations RR 442+50 and RR 517+00, respectively, on said Railroad center line.

ALSO a strip of land 5 feet in width extending from a line at right angles to Station 494+50 to a line at right angles to Station 496+50 on said center line and lying between lines which are parallel with and 15 feet Northeasterly and 20 feet Northeasterly of said center line.

The parcel of land to which this description applies contains 2.59 acres.

PARCEL NO. 6 A permanent easement for railroad crossing over or on the following described parcel, to-wit:

A parcel of land lying in the S½ of Section 34, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning on the Southwesterly right of way line of the Southern Pacific Railroad Company at a point 50 feet Southwesterly (when measured radially to) the center line of the main track of said railroad at Station 439+14.9. Said point also being 2117.3 feet South and 2450.2 feet East of the Initial point of Harborton in Multnomah County; thence North 2° 46' 45" East 130.55 feet to the Northeasterly right of way line of said Southern Pacific Company at a point opposite Station 439+98.8 on said Railroad center line; thence Southeasterly along a line which is parallel with and 50 feet Northeasterly of said Railroad center line, a distance of 97.9 feet; thence South 2° 46' 45" West 130.55 feet; to the Southwesterly right of way line of said Railroad; thence Northwesterly along said Southwesterly right of way line 97.9 feet to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 9,790 square feet.

Railroad Encroachment

PARCEL NO. 7

A parcel of land lying in the W. W. Baker D. L. C., Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being a strip of land 15 feet in width lying Northeasterly of and adjacent to the Southwesterly right of way line of the S. P. & S. Company Railroad and extending from a line at right angles to the

Main Track center line of said Railroad at Station 300+75 to a line at right angles to said Main Track center line at Station 303+00.

The parcel of land to which this description applies contains 3,375 square feet.

PARCEL NO. 8 A temporary easement for road approach, for duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in the W. W. Baker D. L. C., Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being bounded on the Northeasterly side by the Main Track center line of the S. P. & S. Company Railroad; bounded on the Southwesterly side by the Southwesterly right of way line of said Railroad, bounded on the Southeasterly side by a line at right angles to said Railroad center line at Station 296+20 and bounded on the Northwesterly side by a line at right angles to said center line at Station 296+80.

The parcel of land to which this description applies contains 1,800 square feet.

PARCEL NO. 9 A permanent easement for road approach over or on the following described parcel, to-wit:

A parcel of land lying in the W. W. Baker D. L. C., Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being bounded on the Southeasterly side by the Northeasterly extension of the Southeasterly line of NW Ferry Street, bounded on the Northwesterly side by the Northeasterly extension of the Southeasterly line of Block 27, Whitwood Court; bounded on the Northeasterly side by a line which is parallel with and 5 feet Southwesterly of the Main Track center line of the S. P. & S. Company Railroad and bounded on the Southwesterly side by the Southwesterly right of way line of said Railroad.

The parcel of land to which this description applies contains 1,560 square feet.

PARCEL NO. 10 A temporary easement for construction of access road over or on the following described parcel, to-wit:

A parcel of land lying in the Solomon Richards D. L. C. #47, Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, the said parcel being that portion of the 100 foot wide right of way of the S. P. & S. Railway Company lying between lines at right angles to the Main Track center line at Engineer's Stations RR 375+84 and RR 376+44, respectively.

The parcel of land to which this description applies contains 6,000 square feet.

PARCEL NO. 11 A temporary easement for construction of access road over or on the following described parcel, to-wit:

A parcel of land lying in the Solomon Richards D. L. C. #47, Township 1 North, Range 1 West, W.M., Multnomah County, Oregon, and being a strip of land lying between lines which are parallel to and 40 feet Northeasterly and 100 feet Northeasterly from the center line of the Main Track of the S. P. & S. Railway Company and between lines drawn at right angles to said Railroad center line at Railroad center line Stations 375+84 and 380+84, respectively.

ALSO a strip of land lying between lines which are parallel to and 100 feet Northeasterly and 150 feet Northeasterly from said Railroad center line and lying between lines drawn at right angles to said Railroad center line at Railroad center line Stations 379+84 and 380+84.

EXCEPT therefrom Parcel #10.

The parcel of land to which this description applies contains 34,400 square feet.

lw/jbl

2

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U-171 (2)
6193

February 7, 1961

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Portland West City Limits-
Sauvies Island Bridge Section
Lower Columbia River Highway
Multnomah County

Dear Sir:

Yesterday I left with you plans and cross-sections showing encroachments which we desire from your company for the reconstruction of the Lower Columbia River Highway through Linnton northerly to the Sauvies Island Bridge. I am sending you, under separate cover, two additional copies of the maps and cross-sections for your use.

We propose to change the approach and the location of the crossing leading to the plywood mill and the Spokane, Portland & Seattle property in Linnton. The new location would be at Railroad Station 376+14, which is approximately opposite Highway Station 556. I understand that it is your wish that this remain a private crossing. The State would build and maintain the approach on the westerly side of the tracks to the westerly railroad right-of-way line and would build across the tracks and to a connection with the existing road leading to the plywood plant on the easterly side of the tracks. We would require only a construction easement to build this road, and upon its completion, it would be turned over to your company for maintenance and operation.

8B-19-21

At the present Ferry Street crossing, approximately opposite our Station 611+50, the State would build a new approach road to the crossing up to the westerly edge of your track. We would make no change in the crossing itself.

Sheet 12
W. City limits
[illegible]

At the connection to the gas plant at your Railroad Station 295+75, which is opposite our Station 636, the State would construct and maintain a new approach road to the westerly railroad right-of-way line. We would make no change in the present crossing itself.

8B-18-19

Between Railroad Stations 439 and 519, the State proposes to construct a service road on the westerly side of the railroad tracks, as shown by the maps and cross-sections which I left with you and by the extra copies being sent you. The grade line of the service road has been adjusted so that widening of the railroad grade line to provide additional trackage is practicable. Access to this service road will be provided by a new grade crossing of the railroad at Railroad Station 439+11.2. This will be a public crossing, and the State will install flashing light signals as a part of the project. In this section between Railroad Stations 439 and 519, there are numerous private crossings of the railroad track. It would be appreciated if you could advise as to the status of these crossings, particularly as to whether they can be closed by cancellation of the permit upon the construction and opening to traffic of the service road.

8B-19-8
Sheets 1&2

It would be appreciated if you would consider this matter and initiate whatever steps are necessary to draw up an agreement covering the encroachments and construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. W. C. Williams

Drw 8B-19-21
8B-19-8 (Sheets 1 & 2)
Sheet 12 West City limits
St Johns Bridge
8B-18-19

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JUN 29 1961
FORM E-30 50M 2-60 26119
FOR FILING

U-171 (X)

6193

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1961

SUBJECT: Construction Agreement
West City Limits-St. Johns Bridge
(Portland)
Columbia River Highway
City of Portland

To: Mr. ~~P. M. Stephenson~~ G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are twelve copies of the above-designated agreement, prepared in response to your request of January 12, 1961. We have included in the agreement unusual provisions as to the duty of moving privately-owned utilities. In the past, at the insistence of the city attorney of Portland, such provisions have been incorporated in other city of Portland agreements where, as here (we are informed by Mr. Swenson), private utilities are to be moved. These provisions in effect place the responsibility for the cost of moving the utilities with the state, if in the final analysis the court of last resort were to determine that it is the city's responsibility rather than the utility company's responsibility to move the facilities. (It is to be noted that the project is in the vicinity of the old Portland Gas Manufacturing Plant. To what extent these facilities may be interrupted, we do not know.) Also, in any suit the city is required to prosecute, the assistance of an attorney from the Highway Department would be required. If in the event it is decided we do not wish to be responsible to this extent, please advise us of your desires so that revisions may be made.

It is understood County and City Relations will furnish the additional exhibit maps for attachment. Extra copies are available in this office.

L. I. Lindas
L. I. LINDAS
Chief Counsel

LWP:bjk
Attachments (12)
cc: G. E. Rohde

NOTED
[illegible]

RECEIVED
JAN 27 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

F-205(13) Signing Instal. on Nevada Ave. 1962
(Klamath Falls) Sec., The Dalles
#6191 California Hwy.

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COMMERCIAL PRODUCTS
HIGHWAY SIGNS
ARCHITECTURAL PRODUCTS
ADVERTISING IDENTIFICATION SIGNS

CALIFORNIA METAL ENAMELING COMPANY
6904 EAST SLAUSON AVENUE • LOS ANGELES 22, CALIFORNIA • RAYMOND 3-6351

6191

October 3, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem 10, Oregon

Attention: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Dear Mr. Cooper:

We have your letter of September 26, requesting written porcelain enamel and laminated panel guarantees for various projects.

We will send, immediately, to the contractors involved the required, written guarantees, so your files may be completed.

Yours very truly,

Le Roy Walker
Highway Products Division

LRW/jh

RECEIVED
OCT - 7 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 27 1963

FOR FILING

[illegible]

RNB:nk jW

FORM E-30 60M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1963

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Written guarantees for porcelain enamel are required for all contracts involving signs which were awarded on July 28, 1961 or later. A search through the files for these written guarantees indicates that these documents have not been submitted for the contracts indicated on the attached suggested draft.

While we have not experienced any trouble with Cameo's replacement program to date, having the written guarantee in our file may be necessary for future enforcement.

Therefore, I suggest that Cameo be required to supply the written guarantees as per the contract specifications.

Robert N. Bothman
R. N. Bothman
Sign Engineer

RNB:nk

attachment

RECEIVED
JUL 2 9 1963
FOR FILING

F-205(10)

6191

July 26, 1963

American Insurance Co.,
McLaughlin Bldg.,
1220 SW Columbia
Portland 1, Oregon

Gentlemen:

On June 28, 1963, we wrote to you concerning release of final payment on contract #6191, awarded to Electrical Products Corp. of Oregon, for signing installation on Nevada Avenue in Klamath Falls (The Dalles-California Highway), Klamath County

Final payment on this contract is $499.87 and the total contract amount is $9,093.84. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Insurance Co.,
Gerlinger, Richards & Arnold
American Bank Bldg.,
Portland, Oregon

cc: Electrical Products Corp. of Oregon
3500 SW Bond Avenue
Portland, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 2 8 1963
FOR FILING

F-205 (13)

6191

June 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 7 on Contract 6191. The contract was with the Electrical Products Corporation and was for work on the Nevada Avenue (Klamath Falls) Signing Installation on The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 27, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
APR 9 - 1963
FOR FILING

[illegible]
6191

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 8, 1963

To: **MEMO TO THE FILES**

SUBJECT: Subcontracting by Elec. Prod. Corp.
Contracts 6191, 6042, 6093, 6132

An investigation has been made to determine whether Electric Products Corporation of Portland has been subcontracting work on their contracts without approval. The following contracts were checked:

6042 Judkins Point Sign Bridge
6093 Judkins Point-Cottage Grove Signing
6132 Irrigon Junction Signing
6191 Nevada Ave. (Klamath Falls) Signing

Mr. Juve of the Construction Division inspected the books of the company on 6042 and 6132, both of which are completed. These books showed that all persons working on the project were carried on the prime contractor's payroll, and there were no subs of record.

The Division offices made similar checks on 6093 and 6191, which are still under way, with similar results. One subcontract of record exists on 6191 for the driving of piling. When work resumes on these two projects, the employees will be interviewed to determine who issues the payroll checks. A further report will be made after these interviews are completed. No work is being done on these projects at the time the abovementioned investigations were made.

C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh

cc: L. P. Shaw ✓
I. D. Merchant

RECEIVED
APR 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
MAR 27 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-2[illegible] (13)

6191

March 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Nevada Ave. (Klamath Falls)
Signing Installation
Contract No. 6191
FAP No. F-205(13)

Dear Mr. Parsons:

Electrical Products Corp. started work on the Nevada Avenue (Klamath Falls) Signing Installation on The Dalles-California Highway in Klamath County, Contract No. 6191, Federal-aid Project No. F-205(13), on March 21, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query
D. B. Parkes
C. H. Maison
L. H. Young

NOTED
FLOYD QUERY

Contract 6191

Form Approved; Budget Bureau No. 41-R2089 State

RECEIVED
JAN 8 1963
1-34
FOR FILING

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT REPORT NO. F-205(13) 6191	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Klamath**
		PROJECT NO. **F-205(13)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97 Nevada Ave. Klamath Falls

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,248.00	$ 6,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Foster

Ass't State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

L. R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer January 4, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 48447-P61

Oregon State Highway Department

Federal Aid
Project No. F-205(13)

NEVADA AVENUE (KLAMATH FALLS) SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 10, 1962

Type Code X002
Signing (Sta. 52+00)(Contract 6191)

Removal of Existing Sign Installations	All	Required		$ 115.00
Furnish 8" BP 36# Steel Piling	161	lin.ft.	$ 5.06	814.66
Drive Steel Piles	10	only	112.00	1,120.00
Metal Sign Posts	All	Required		580.00
Wood Sign Posts	All	Required		570.00
Type "A" Signs in Place	875	sq.ft.	6.55	5,731.25
Type "C", "D" and "E" Signs in Place	96	sq.ft.	4.02	385.92
	Subtotal			$ 9,316.83
	10%	Engr. & Cont.		931.17
		Total		$10,248.00

Length of Project . . . . 0.000 Mile

Federal Funds	$ 6,400.00
State Funds	3,848.00
	$10,248.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920,
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Federal-Aid
Project No. F-205(13)

Oregon State Highway Department

NEVADA AVENUE (KLAMATH FALLS) SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 18, 1962

Type Code Y002
Signing (Sta. 52+00)

Removal of Existing Sign Installations	All Required		$ 100.00
Furnish 8" HP 36# Steel Piling	161 lin.ft.	$ 6.00	966.00
Drive Steel Piles	10 only	80.00	800.00
Metal Sign Posts	All Required		770.00
Wood Sign Posts	All Required		380.00
Type "A" Signs in Place	875 sq.ft.	7.00	6,125.00
Type "C", "D" and "H" Signs in Place	96 sq.ft.	3.75	360.00
	Subtotal		$ 9,501.00
	10% Engr. & Cont.		950.00
	Total		$10,451.00

Length of Project - - - - 0.000 Mile

Federal Funds -	$ 6,500.00
State Funds -	3,951.00
	$10,451.00

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NOV 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 21, 1962

Electrical Products Corp. of Oregon
P. O. Box 1109
Portland 7, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962 awarded to you State Highway Contract No. 6191 for the following project:

Signing Installation on Nevada Ave. (Klamath Falls) Section of The Dalles-California Highway in Klamath County

This award was based on your low bid of $9,216.83 which was submitted to the Commission on November 20, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

6191

477 Cottage Street, N.E.
Salem, Oregon

November 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.40 Salem, Oregon

A. F. Bester
Assistant Engr. Coordinator

Oregon Project F-205(13)
Nevada Avenue (Klamath Falls) Section
The Dalles-California Highway

As requested by Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6191 to Electrical Products Corporation of Oregon, Portland, Oregon, low bidder in the amount of $9,316.83 at the November 20, 1962 bid opening.

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

original To Young
11-27-62

RECEIVED
OCT 30 1962
FOR FILING

FORM CD-[illegible]
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

F-205(13)

6191

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 29, 1962

FROM : A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project F-205(13)
Nevada Avenue (Klamath Falls)
The Dalles California Highway
Signing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

NOTED
R. L PORTER

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962
FOR FILING

5-205(13)

6191

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 --- TELEPHONE TUxedo 4-3161

SISTER CITY:
ROTORUA, NEW ZEALAND

OFFICE OF THE CITY MANAGER

BOB G. KYLE

SEAL

July 5, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Gentlemen:

Reference is made to your letter of June 20, 1962 relative to directional signing for the South Klamath Falls Interchange and Nevada Avenue Interchange.

Please be advised that the City Council reviewed and approved the signing plan as submitted at their meeting of June 25, 1962. The Herald & News has run the drawing of these intersections and the news release submitted by the Department. To date we have received no adverse criticism on the proposed signing. Therefore, we must assume that our messages are quite satisfactory to the people of Klamath Falls.

Yours very truly,

Bob G. Kyle
Bob G. Kyle
City Manager

BGK:cac

Noted
Edwards

Copy to
Council
7-6-62

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L - 6 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1962
FOR FILING
F-245(1)
[illegible]

June 20, 1962

Mr. Robert Kyle
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Kyle:

Representatives of the Traffic Engineering Division met with you, Mayor Veatch, representatives of the Chamber of Commerce and County Court, and others, on October 24, 1961, and discussed signing which is presently under contract at the North Klamath Falls Interchange. I am handing you herewith a plan and sketch of proposed major directional signing for the South Klamath Falls Interchange and resigning of the Nevada Avenue Interchange so that it will conform to the standards used at the North and South Klamath Falls Interchanges. These plans have been revised to reflect your comments made to our representative on June 12, 1962.

It would be appreciated if the City would advise us of their reaction to these proposed sign messages. We are submitting direct to the Herald News a suggested news release stating in effect that the Highway Department has submitted plans to you, et cetera, with the thought that they will print in the paper the sketches showing the proposed signing, and this way, if members of the community are concerned, they will contact you and you in turn can advise us of the reaction.

We plan to let this work to contract along with the grading, paving and structure for the South Klamath Falls Interchange. It would be appreciated if you could give us an early responce so that we might proceed with finalizing the sign plans.

Should you desire additional information, please contact Mr. F. B. Crandall, Traffic Engineer, this office.

JAH:nc/tm jw

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

cc Klamath County Court
(small sketch)

Chamber of Commerce
(small sketch & Detail plan)

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
Dean Swift*
Reed Meritt*
Jim Gix*

*small sketch & detail plan

FORM E-30 90M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

June 18, 1962

SUBJECT: Conference with City Officials
Proposed Interchange Signing
South Klamath Falls Interchange
Nevada Avenue Interchange
The Dalles-California Highway
Klamath Falls

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

As requested by your memorandum of June 4, I wish to advise that Mr. Head met with Mr. Bob Kyle, City Manager, Klamath Falls, on Tuesday, June 12 and discussed with him the sign messages for the subject interchanges. Certain adjustments were made in the discussions which in some instances simplified signs and in others clarified it, all of which remained within the realm of our practices and policies.

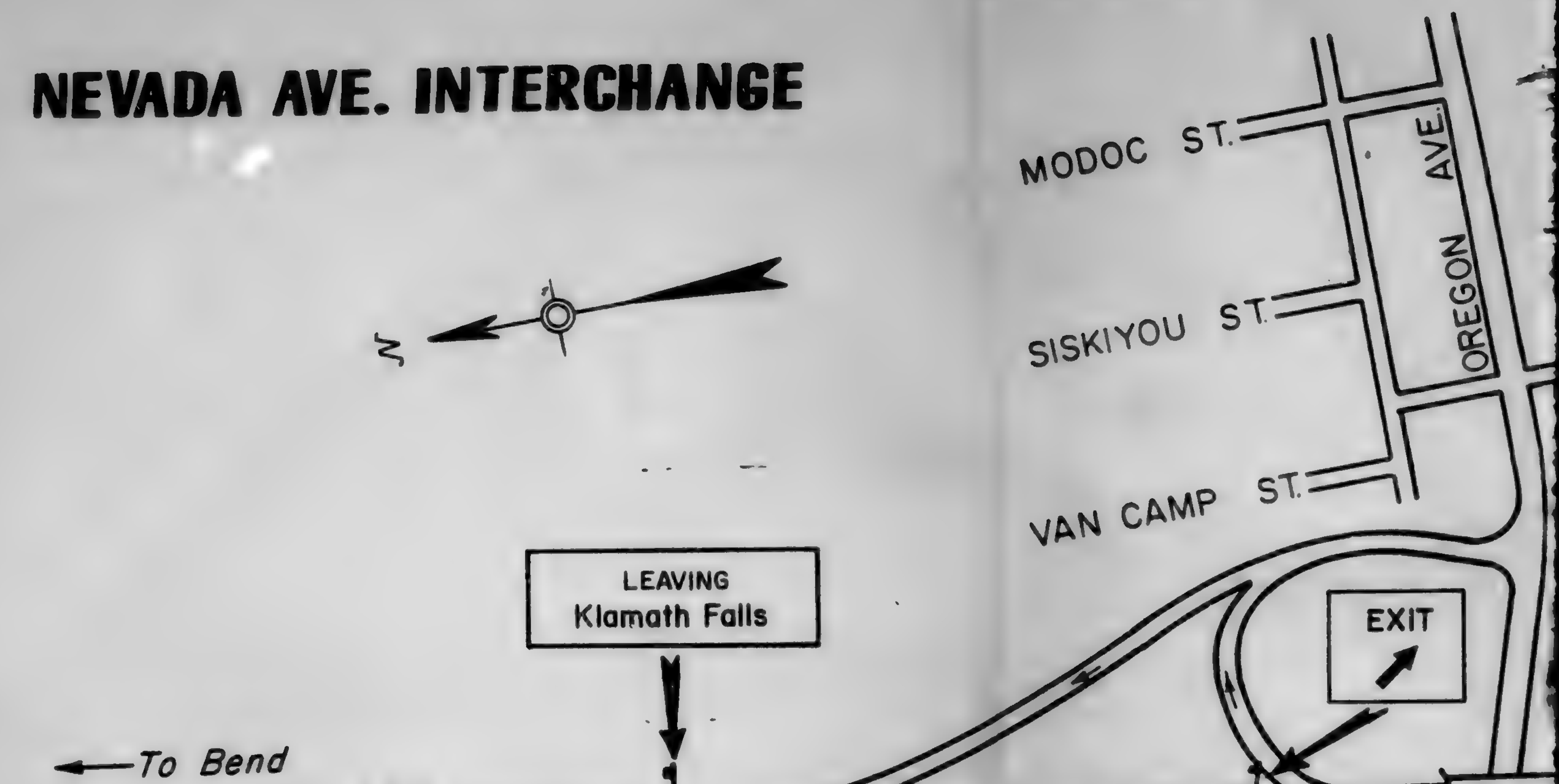
I have accordingly had the study plans corrected and I now submit study plans for you to transmit to the city. Those attending the meeting with Mr. Head and the City Manager were Mr. George T. Callison, Manager, Klamath County Chamber of Commerce, whom Mr. Kyle called in and Mr. Reid Merritt, Resident Engineer for the State Highway Department. Mr. Swift was unable to attend the session and asked Mr. Merritt to represent him. It was Mr. Kyle's thought that a press release direct from this office to the newspapers with the sketch would be in order. I would therefore suggest that your release of the Suggested Draft and the attached material be geared to Mr. Wolfe's press release.

F. B. Crandall
F. B. Crandall
Traffic Engineer

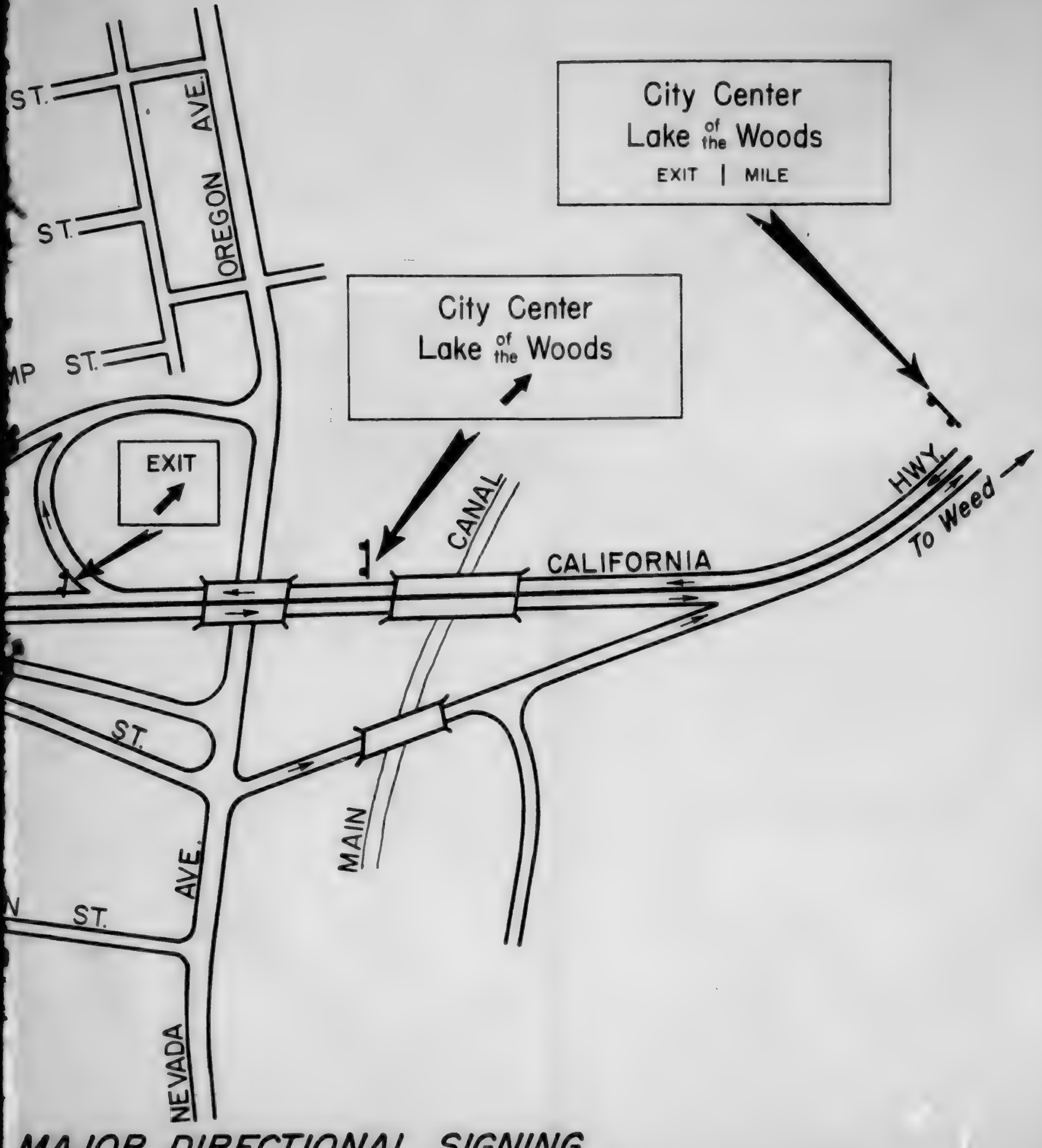
RECEIVED
JUN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

JAH:tm
Attachment

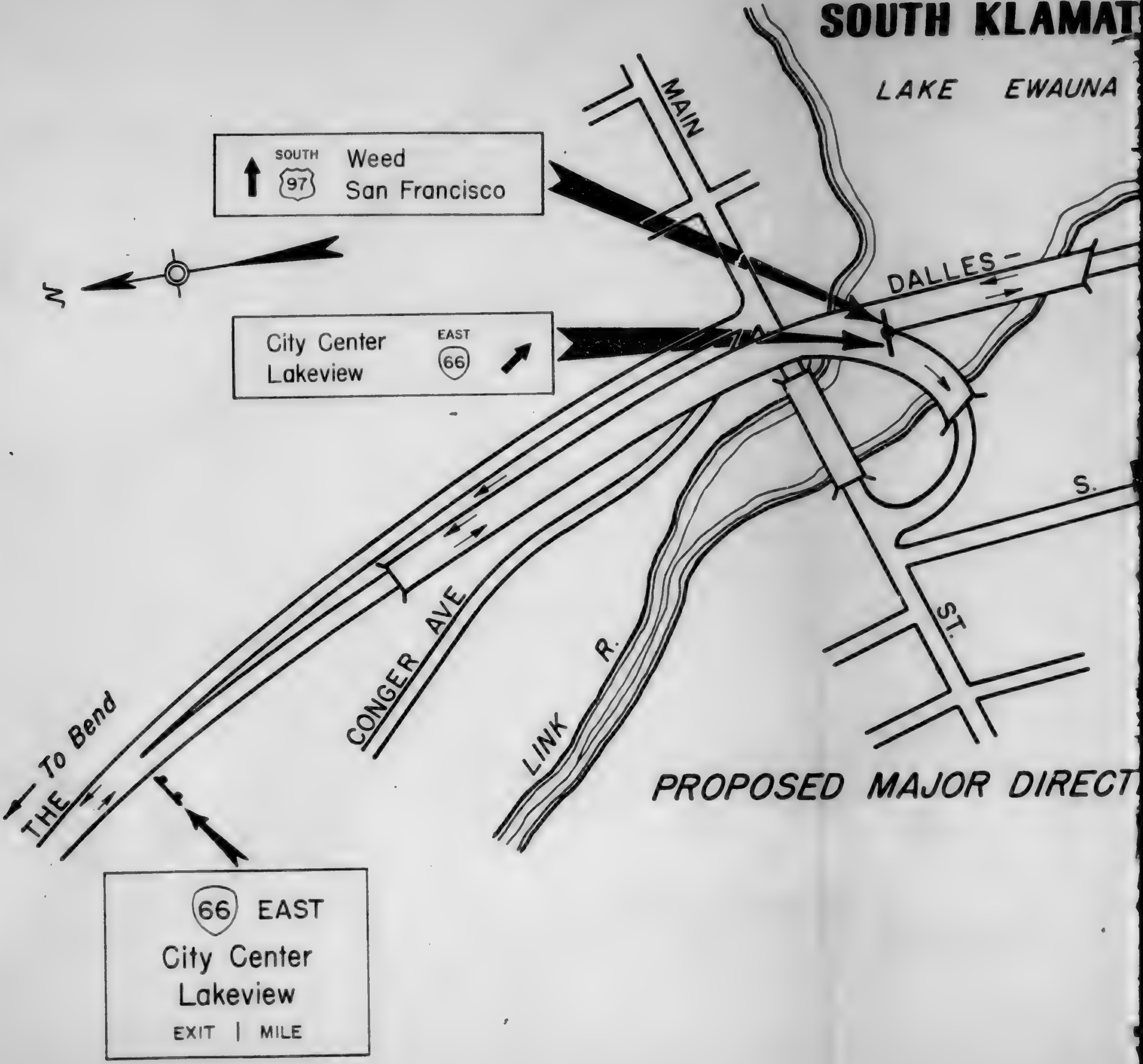
NEVADA AVE. INTERCHANGE



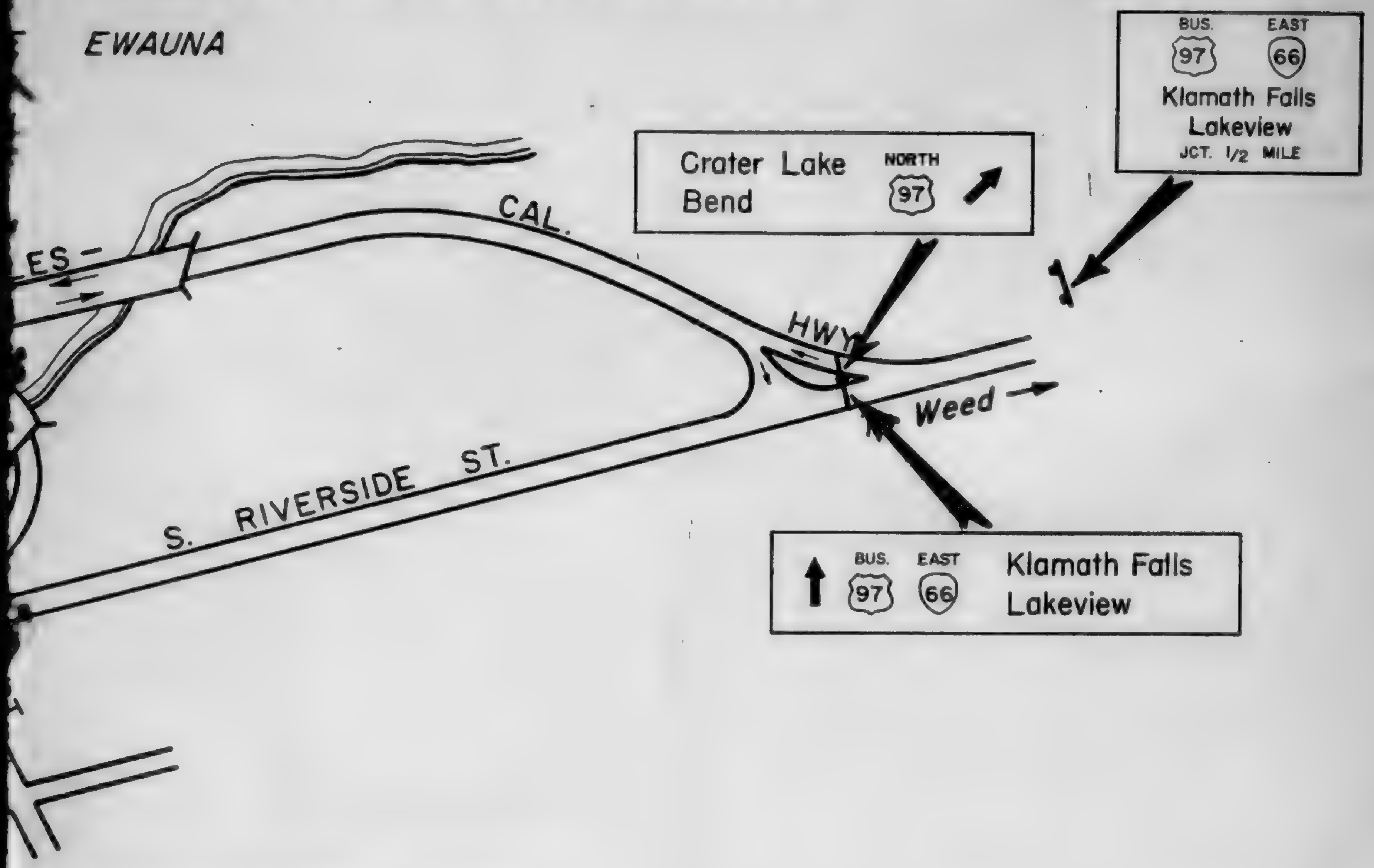
PROPOSED MAJOR DIREC



MAJOR DIRECTIONAL SIGNING


SOUTH KLAMAT
LAKE EWAUNA
MAIN
SOUTH 97 Weed
San Francisco
N
DALLES
City Center
Lakeview
EAST 66
S.
CONGER AVE
LINK R.
ST.
To Bend
THE
66 EAST
City Center
Lakeview
EXIT | MILE
PROPOSED MAJOR DIRECT

KLAMATH FALLS INTERCHANGE



R DIRECTIONAL SIGNING

F-156(15) Anderson Rd.-Duncan Rd. Sec., 1962
Mt. Hood Hwy. (Grading)
#6192

CNA 2559 v. [illegible]

RECEIVED
DEC 15 1964
FOR FILING

[illegible]

6192

December 15, 1964

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On December 2, 1964, we wrote to you concerning release of final payment on Contract No. 6192, awarded to Babler Brothers, Inc., for grading on the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties.

Final payment on this contract is $32,508.99 and the total contract amount is $617,576.27, including $768.88 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 2 - 1964

FOR FILING
[illegible]
6192

November 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 17 on Contract No. 6192. The contract was with Babler Bros., Inc. and was for grading on the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 30, 1964, and that you concur in this procedure at the Commission meeting on December 15.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bbc

RECEIVED
OCT 1 4 1964

6192

October 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Anderson Road-Duncan Road Section of the Mt. Hood Highway, Contract No. 6192, Project No. F-156(15) in Multnomah and Clackamas Counties was completed August 28, 1964.

This work was authorized by Order for State Work No. 2 dated September 16, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

cc: R. N. Chase

[illegible]

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER -	WEEK ENDING: Oct. 2, 1964
	SECTION Anderson Rd. - Duncan Rd.	SECTION PREFIX 3-1087
	HIGHWAY Mt. Hood	COUNTY Clackamas & Multnomah
NAME OF JOB Anderson Rd. - Duncan Rd.	KIND OF WORK Grading	
CONTRACTOR Babler Bros., Inc.	CONTRACT NUMBER 6192	FEDERAL AID PROJECT NUMBER F-156 (15)
DATE OF CONTRACT Nov. 20, 1962	DATE WORK STARTED Dec. 10, 1962	ESTIMATED COMPLETION DATE Completed Aug. 17, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 145	WORK DAYS USED 116
PROJECT AUTHORIZATION: $ 778,665.50	ENGINEERING AUTHORIZATION $ 55,371.84	PERCENT OF TIME ELAPSED 80%
EXCLUSIVE OF ENGINEERING: $ 723,294.56	ENGINEERING COST TO DATE $ 84,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 627,559.24	PERCENT OF AUTHORIZATION 152.6 %	
ESTIMATED PERCENT: UNDERRUN 13.2 %	DATE PROJECT WAS COMPLETED: Aug. 17, 1964.	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100	-	-

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.02	2.56			1.3
MILES PARTIALLY COMPLETED	6.02	2.56			
MILES COMPLETED	6.02	2.56			1.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,220,000	37,800		-	2,500
TOTAL QUANTITIES CORRECTED TO DATE	1,097,000	39,900			2,500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,097,000	39,900			2,500
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

No work. Final Report.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			NOTED OCT 5 1964
THURSDAY			P N E
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Report was submitted to the Division Office Oct. 1, 1964.

Final Report.

SIGNED

ADDRESS P.O. Box 4727, Portland 97202

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAY 14 1965
FOR FILING

F 12 (11)

6192

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1964

SUBJECT: Workday Charges
Anderson Road-Duncan Road
Contract No. 6192

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

You recently requested that an investigation be made into the reason why so few workdays were charged against subject project. Attached hereto is a statement from Mr. C. T. Keasey, Assistant Division Engineer, and a report from W. J. Scofield and A. W. Bates, Resident Engineers on this project.

Data submitted clearly indicates that weather and wet subgrade conditions did have considerable effect upon progress and caused a condition where charging of workdays was not warranted. Tabulation attached indicates that there were 125 days of rain out of 306 chargeable days from December 10, 1962 to July 31, 1964.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

RECEIVED
AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 14, 1964

To: Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Engineering Costs and Workday Charges
Anderson Rd.-Duncan Rd. Section

Contract 6192

Reference is made to your letter of August 5 concerning the engineering costs and workday charges assessed on the subject contract. As you know, this project was started under Resident Engineer W. J. Scofield in November 1962 and has been subsequently assigned to Resident Engineer A. W. Bates as of June 15, 1964 for completion. Since both Resident Engineers have been involved, we asked for a joint report on the engineering costs and workday charges, which report is attached. This report, I believe, is quite complete in itself for this particular project. One factor which has not been stressed in the report is that the project has extended through two complete winter seasons even though workday charges were not begun until the latter part of May in 1963. During the preceding winter (62-63) and early spring season our survey crews proceeded with the staking of the project.

With regard to survey charges on other projects, we are in receipt of a copy of a letter from John Keeley, County Engineer for Clackamas County, regarding excessive engineering costs on the Mt. Scott Creek-Rock Creek Section of FAS 134 Sunnyside Road. An investigation of the engineering costs on this project is being made, and a report will be forthcoming.

A. E. Johnson
Division Engineer

by

C T Keasey

C. T. Keasey
Assistant Division Engineer

CTK/lh
Enc.
cc: W. J. Scofield
A. W. Bates

CONSTRUCTION DIVISION
AUG 15 1964

FORM H-30X 50M 8-63 45606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 12, 1964

To: Mr. A. E. Johnson
Division Engineer
OFFICE

SUBJECT: Engineering Costs & Workday Charges
Anderson Rd.-Duncan Rd. Section
Mt. Hood Highway
Contract No. 6192

Reference is made to Mr. Morgan's letter of August 5, 1964 requesting reports on workday charges and engineering costs for the subject grading project.

Considering the matter of workday charges first, Mr. Morgan asks for an explanation of why only 102 out of specified 145 workdays were charged prior to July 18, 1964.

A tabulation of the workday charges and daily weather conditions that influenced the charges is submitted with this report. You will note this tabulation indicates 125 days of rain out of 306 chargeable days from December 10, 1962 to July 31, 1964.

The data on weather conditions and determination as to whether the day was a workday or non-workday based on the specifications that pertain to workday assessment was taken from my diary.

The first workday charge in the spring of 1963 was a 4-day period from May 27 to 31. At that time the ground was dried enough that grading equipment could operate in my opinion at specified 60% minimum production. The contractor was, in fact, operating with three to four scrapers. After this 4-day assessment, very little grading was done during June due to rain and wet ground conditions preventing specified fill compaction.

Note —

Grading resumed with four scrapers operating on July 2. Up to this date 10 workdays were charged. I believe this is in line with charges made on other grading projects in this area. It is usually July before grading is in full production.

During July the contractor gradually increased his grading equipment to sixteen to eighteen scrapers. On August 12 he started a night shift. He continued on a two-shift basis, including Saturdays, until fall rains set in. The night shift was cut off on October 28. During this approximate 2½-month period the contractor operated 27 night shifts and 13

Saturdays. I believe these 40 extra shifts are the principal reason why this project showed 92% completion with only 73 days charged at the time of winter shutdown in December 1963. My estimate shows 550,000 cubic yards or 50% of total yardage moved during the month of August. I might also point out that the contractor was rained out on some of the night shifts and these were considered non-work days on the basis of being less than 60% production.

When the project resumed again during the spring of 1964, all that remained to complete was four to five miles of subgrade finishing and approximately 10,000 cubic yards of very wet material to move. The first workday charges during this spring period was for May 18 and 19, at which time the grade appeared to be sufficiently dried to operate equipment and meet specifications for finishing and fill compaction.

On June 15, 1964, A. W. Bates was assigned the completion of this project, and I was transferred to Beaverton. At this time I had assessed 82 workdays for this project.

It appears that this project will be completed with a final charge of 115 workdays out of 145 allowed. This certainly does not seem to me to indicate a laxity in workday assessment, particularly in view of the 40 extra shifts that were put on by the contractor. As a matter of fact, I believe this project could have been completed with two or three weeks of favorable weather in the fall of 1963. That would have indicated a final workday count of only about 90 workdays. I believe it is also significant that if the contractor had not worked the 40 night and Saturday shifts the project would probably not have been completed within the 145 days specified.

Considering next the 139% overrun in engineering and answering the questions raised by Mr. Morgan in the order indicated:

(a) Size of Crew. The survey party consisted of four men from November, 1962, to June, 1963. Thereafter with student trainees available a five-man party was used. A five-man party made an efficient operation for setting slope stakes and blue tops. There was never any excess "baggage" on the survey party. The survey party worked approximately 140 hours of exchange time to keep stakes ahead of the contractor's operations. Survey party time and equipment cost amounted to $22,600 or 30% of the project cost.

6 months with 4 men [illegible] and no [illegible] days.

(b) Effect of cost of inspection and record keeping on over-all cost. One CE-I Inspector was assigned to this project. During the two-shift operation he worked two to three hours of exchange time each day to be on the project at the start of the night shift. Approximately 490 hours of exchange time was earned by the inspector. Only a minimum of checkers and weigh men were used. A weigh man was assigned to each source of material (occasionally three sources). However, only one checker was on the job to check the material on the grade. The inspector often checked material when a checker was not available. Field records and reports were made by the inspector during the normal working day, so no additional costs were incurred by record keeping. The cost of inspection, including checking materials, was $15,200 or 20% of the total engineering cost.

(c) Effect of Division Soils Engineer's charges to the project. There was a total of $3,400 charged out for progress and record sampling and testing by Division Soils.

My records do not show any charges by the Utility Liaison Engineer.

(d) Effect of weather delays, strikes or shutdowns on over-all percentage of engineering charges. There were no strikes or shutdowns that affected this project.

It is difficult to determine the effect of weather delays on engineering costs. I'm sure there was some adverse effect. On the days that the contractor shut down or reduced his operation due to weather, the survey party continued to set stakes but probably at reduced efficiency due to the rain, mud, etc. We used a jeep during the spring to get over the wet ground and carry on the staking.

The project stood a good chance of completion in 1963. Approximately two to three weeks of good weather would have completed the grading. Ninety-two percent of the grading was done at the time the project shut down December 1963. Engineering cost at that time was $59,300 or 107% overrun. Considering the cost of remeasure and final estimate, I estimate the final engineering cost would have been approximately $63,700 or 115% overrun if the project had been completed in 1963. There were approximately three miles of 1963 blue tops that had to be rechecked in the spring of 1964 due to missing guard stakes, mud-covered hubs and frost-heaved hubs.

(e) Effect of contractor's work program or schedule on engineering charges. I do not believe the contractor's work program had anything to do with the engineering cost. The Saturdays and night shifts necessitated overtime work by the survey party and inspector. This overtime amounted to $4,300. However, without the extra shifts the project would have been prolonged and engineering cost higher.

This contractor, Babler Bros., was very cooperative in "saving" his stakes and in setting approximate grades with his own grade checkers.

In retrospect, I cannot find any engineering cost item over which I had control where expenses could have been reduced. As previously stated, there were no excess man on the survey party. Only the minimum of inspection and material checkers was used. I had an Assistant Resident Engineer during this project. Considering the small work load, I do not believe an assistant was justified. However, he was of considerable benefit to me in the field and office in implementing and carrying on the new field control, compaction testing program. There were only minor charges made to the project during the 1963-64 winter shutdown. Approximately $800 was charged in this period. Location surveys were assigned so no winter charge was made to the construction project for want of anything else to charge to.

Enumerated below are some items which I believe contributed to the high cost and resulting overrun in engineering.

Note (1) The divided highway typical section necessitated seven grade hubs per 50-foot section.

(2) The $3,400 charged by Division Soils under the new progress and record testing program. 4.6 % of total eng. cost 6.1% of authorized eng. cost.

(3) The additional man required to make field compaction tests under the new job control program. I estimate this cost approximately $2,000. 3.6% of authorized

(4) The Soils and Paving "Schools" of 1963 and 1964 cost approximately $2,000 in payroll charges to this project. 3.6% of authorized

(5) The vicinity survey for the Boring Road Overpass cost $1,500. 2.7% of authorized

(6) Replacement of stakes and grade hub lost during 1963-64 winter shutdown cost approximately $2,000 in survey party time. 3.6% of authorized

(7) The unusually low bid for this project wherein $95,000 was "left on the table" and approximately 20% under the engr. estimate. The additional $8,000 of engineering that would have been allotted would have materially reduced the overrun. 15% of authorized

Also submitted herewith is a breakdown of engineering charges by various categories such as administration, survey party, inspection, laboratory, etc., and the comparative percentage cost, to the total engineering.

W. J. Scofield
Resident Engr., Nov. 1962-June 15, 1964

A. W. Bates
Resident Engr., June 15, 1964

WJS/lh
Enc.

Anderson Road - Duncan Road Section
Mt. Hood Highway
Contr. 6192

Summary of Engr. Costs
Nov. 1962 to July 1, 1964

	Total Cost	% of Total
Administration (Res.Engineer & Ass't. Res.Engr.)	$12,500	16.8
Office Expense	12,600	16.9
Survey Party (Payroll, Exch.time, Equipment)	22,600	30.4
Inspection and Material Checking	15,200	20.4
Div. Soils Engineering Charges	3,400	4.6
Supplies (E.D.I., E P.O etc.)	900	1.2
Laboratory Charges	2,100	2.8
Equipment Rental	3,700	5.0
Misc. (Util. Bldg.Maint., Indust.Acc. etc.)	1,400	1.9
Total Engineering to July 1, 1964	$74,400	100.0 %

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OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 12 SHEETS

[illegible]

5-10 [illegible] 6122

Clearing & Grubbing Started Monday, Dec. 10, 62

Engr. Est. 55,371.82

Day of Month	Work Day	% Complet	Clear or fair	overcast Wet Ground	RAIN	% [illegible]					
March 1, 1963	0	2.8	x	x		27.8	Previous Rains Ground Too Wet				
" 4	0		x	x							
5	0		x	x							
6	0		x	x							
7	0		x	x							
8	0	3.0	x	x		30.6	"				
11	0				x						
12	0			x							
13	0		x								
14	0				x						
15	0	3.8		x		31.6	"				
18	0				x						
19	0				x						
20	0		x								
21	0				x						
22	0	4.5		x		32.6	"				
25	0				x						
26	0				x						
27	0				x						
28	0				x						
29	0	4.5			x	33.1	"				
April 1, 63	0				x						
2	0		x								
3	0				x						
4	0				x						
5	0	4.5			x	33.9	"				26

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF ..1?.. SHEETS

[illegible]

[illegible]

3-15[illegible]

Day of The Month	Work Day	% Complet	Clear or Fair	Overcast or Wet Ground	Rain	% Engin.					
April 8, 63	0	4.5			X	33.9	Ground too Wet.				
9	0				X						
10	0				X						
11	0		X								
12	0	4.5			X	35.4	"				
15	0				X						
16	0				X						
17	0				X						
18	0				X						
19	0	4.5		X		38.0	"				
22	0				X						
23	0				X						
24	0				X						
25	0			X							
26	0	4.5		X		40.0	"				
29	0				X						
30	0				X						
May 1, 63	0				X						
2	0				X						
3	0	4.5		X		40.4	"				
6	0				X						
7	0				X						
8	0				X						
9	0				X						
10	0	4.5		X		42.6	"				
13	0		X								
					19						

Form E-49—

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 3 OF 12 SHEETS

Anderson [illegible] Duncan Rd.

[illegible]

[illegible]

Day of The Month	Work Day	% Complet	Clear or Fair	Cloudy Wet Ground	Rain	% Eng.					
May 14, 63	0		X				wet Ground Conditions				
15	0				X						
16	0		X								
17	0	4.5	X			44.8	"				
20	0		X								
21	0		X								
22	0				X						
23	0		X				"				
24	1	5.2	X			46.1					
27	1		X								
28	1		X								
29	1		X								
30	0			X			Legal Holiday				
31	1	7.0	X			47.9					
June 3, 63	0			X			?				
4	0				X						
5	0				X						
6	0				X						
7	0	7.5		X		50.7	No Grading done this week due to the Rain & wet Ground Conditions.				
10	0		X				"	"			
11	0		X				"	"			
12	0		X				"	"			
13	1		X								
14	1	10.0	X			52.9					
17	1		X								
18	1		X								
					5						

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 4 OF 12 SHEETS

Day of The Month	Work Day	% Complet.	Clear or Fair	Wet Ground Cloudy	RAIN	% Engr.					
June 19, 64	1		X								
20	0				X		Ground too wet to work				
21	0	12.0			X	55.1	"	"	"		
24	0				X						
25	0			X							
26	0			X							
27	0			X							
28	0	13.0			X	57.4	"	"	"		
July 1, 63	0			X							
2	0			X			"	"	"		
3	1				X						
4	0			X			Holiday				
5	1	19.7	X			59.6					
8	0				X		Ground too wet to work				
9	0				X						
10	0				X						
11	0			X							
12	0	20.0		X		59.8	"	"	"		
15	0			X			"	"	"		
16	1			X							
17	1			X							
18	1		X								
19	1	22.0		X		61.5	Grading all week 6·7 [illegible]				
22	1			X							
23	1			X							
24	1			X							
					8						

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TABULATION SHEET

SHEET 5 OF 12 SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Day of The Month	Work Day	% Complete	Fair or Clear	Cloudy wet [illegible]	RAIN	% Engr.					
July 25, 63	1			x							
26	1	24.0		x		63.2					
29	1			x							
30	1			x			Grading all week				
31	1			x							
Aug. 1, 63	1			x							
2	1	30.5		x		66.6					
5	1			x							
6	1			x							
7	1			x			" " "				
8	1		x								
9	1	34.0		x		69.5					
12	1			x							
13	1			x							
14	1			x			" " "				
15	1		x								
16	1	42.0	x			71.0					
19	0				x		Ground too wet to work				
20	0				x						
21	0				x		" " "				
22	1			x							
23	1	46.0			x	72.9					
26	0		x								
27	0		x				Grading on 2 shift Basis				
28	1		x								
29	1		x								
Aug 30, 63	1	51.0		x	4	76.8					

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OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 6 OF 12 SHEETS

Day of The Month	Work Day	% Complete	Clear or Fair	Cloudy or wet	RAIN	% Engr.					
Sept. 2, 63	0		X				Holiday				
3	1		X								
4	1		X				Grading as usual.				
5	1		X								
6	1	63.0	X			80.4					
9	1		X								
10	1		X								
11	1		X								
12	1		X								
13	0	68.0			X	81.6	Equip. Couldnot operate in slick Mud.				
16	0				X						
17	0		X								
18	0		X								
19	1		X								
20	1	70.0	X			83.8					
23	0		X				Ground too wet for Heavy Equip to oper.				
24	1		X								
25	1		X								
26	1		X								
27	1	75.0	X			86.7					
30	1		X								
Oct. 1, 63	1		X								
2	1		X				Grading done during Day.				
3	1		X								
4	1	85.0	X			90.3					
					2						

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 7 OF 12 SHEETS

Day of The Month	Work Day	% Complete	Clear or Fair	Cloudy wet Ground	RAIN	% Engr.	
Oct. 7, 63	1		X				
8	1		X				
9	1		X				
10	1		X				
11	0	87.0			X	93.9	Ground Too wet for Heavy Equip. to operate
14	1		X				
15	0		X				Fed. Election
16	1		X				
17	1				X		
18	1	88.0	X			96.0	
21	1				X		
22	0				X		Ground too wet for heavy Equip. to oper.
23	0				X		
24	0				X		
25	0	88.0		X	.	96.0	" "
28	0				X		
29	0				X		" "
30	1				X		
31	1		X				
Nov. 1, 63	1	89.0			X	99.3	
4	0				X		
5	0				X		
6	0				X		
7	0				X		
8	0	90.0			X	103.0	
					15		

Form E-49

TABULATION SHEET

SHEET 8 OF 12 SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

[illegible]

Day of The Month	Work Day	% Complete	Clear or Fair	Cloudy wet Ground	RAIN	% Engr.	
Nov. 11, 63	0		X				Holiday
12	1		X				
13	0				X		Ground too wet to Grade.
14	0				X		
15	0	92.0			X	105.8	" " "
18	0				X		
19	0			X			" " "
20	0				X		
21	0				X		" " "
22	0	92.0			X	106.4	" " "
25	0				X		Ground too wet to work
26	0				X		
27	0		X				
28	0		X				Holiday
29	0	92.0	X			107.2	" Winter Area - Non workday Count.
March 2, 64	0				X		
3	0				X		
4	0				X		
5	0				X		
6	0	92.0			X	110.0	
9	0				X		
10	0				X		
11	0				X		Ground too wet to work
12	0				X		
13	0	92.0		X		110.0	" " "
					18		

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OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 9 **OF** 12 **SHEETS**

Day of the Month	Work Day	% Compl.	Clear or Fair	Cloudy Wet Ground	RAIN	% Eng'r.					
March 16, 64	0				X		Ground too wet to work.				
17	0			X							
18	0			X							
19	0		X								
20	0	92.0			X	110.0	"	"	"		
23	0		X								
24	0			X							
25	0			X							
26	0				X						
27	0	92.0	X			111.0	"	"	"		
30	0		X								
31	0		X								
April 1, 64	0				X						
2	0				X						
3	0	92.0		X		111.5	"	"	"		
6	0		X								
7	0		X								
8	0		X								
9	0				X						
10	0	92.0			X	111.5					
13	0		X								
14	0		X								
15	0				X						
16	0				X						
17	0	92.0		X		112.6					
					9						

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TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 10 OF 12 SHEETS

Day of the Month	Work Day	% Compl.	Clear or Fair	Cloudy wet Ground	RAIN	% Engr.					
April 20, 64	0				X		Ground too wet to work				
21	0		X								
22	0				X						
23	0				X						
24	0	92.0		X		112.6	"	"	"		
27	0		X								
28	0		X								
29	0				X						
30	0				X						
May 1, 64	0	92.0			X	114.7	"	"	"		
4	0				X						
5	0				X						
6	0				X						
7	0				X						
8	0	92.0			X	115.4	"	"	"		
11	0		X								
12	0				X						
13	0				X						
14	0			X			"	"	"		
15	0	92.0		X		115.6	Elect. Day				
18	1			X			Grade too wet to work				
19	1		X								
20	0				X						
21	0				X						
22	0	92.0			X	116.4	"	"	"		
					16						

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 11 **OF** 12 **SHEETS**

[illegible]
[illegible]
[illegible]

Day of The Month	Work Day	% Compl.	Clear Fair	Cloudy wet Ground	RAIN	% Engr.	
May 25, 64	1		X				
26	1		X				
27	1		X				
28	1			X			
29	0	93.0		X		117.5	Holiday
June 1, 64	1		X				
2	1		X				
3	1			X			
4	0				X		Grade too wet to operate
5	0	95.5			X	118.3	" " " "
8	0				X		
9	0			X			
10	0			X			
11	0			X			
12	0	95.5		X		120.2	" " "
15	1				X		
16	0				X		
17	0				X		
18	0				X		
19	0	95.5		X		120.9	" " "
22	1		X				
23	1		X				Contractor working all Equip.
24	1		X				
25	1		X				
26	1	95.5		X		121.9	
					7		

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 12 **OF** 12 **SHEETS**

Day of the Month	Work Day	% Compl.	Clear or Fair	Cloudy Wet Ground	RAIN	% Engr.	
June 29, 64	1		X				
30	1		X				
July 1, 64	1				X		
2	1			X			
3	1	96.0	X			122.5	
6	1		X				
7	1		X				
8	1			X	X		
9	1		X				
10	1	96.5	X			137.2	
13	1		X				
14	1				X		
15	0				X		Grade too wet to work.
16	1			X			
17	1	97.0		X		139.0	
20	1				X		
21	1				X		
22	1		X				
23	1		X				
24	1	98.0	X			140.0	
27	1		X				
28	1		X				
29	1			X	X		
30	1			X	X		
31	1	99.0		X		143.0	
							125 Rain Days ÷ 306 chargeable = 40.8% Rain
					8		13 Rain Days charged as workdays

RECEIVED
AUG 1 1 1964
FORM E-20X 80M 3-63 49606
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1964

SUBJECT: Engineering Costs and Workday Charges
Anderson Road-Duncan Road Section
Contract No. 6192

To:

Mr. A. E. Johnson
Division Engineer
State Highway Department
P. O. Box 4727
Portland, Oregon 97202

Reference is made to the July 18, 1964 Field Engineer's Weekly Report on the subject project. It is requested that you submit complete reports regarding the following items on this project:

1. Explain why workday charges indicate only 102 days used of the specified 145 during the work period from December 10, 1962 to July 18, 1964. This should be documented in such fashion that the weekly periods during which workdays could be charged are set forth and reasons why only those days charged were so charged.

2. Explain why the project shows 139 per cent engineering cost which is a considerable overrun. In this regard, your report should consider the following:

(a) Size of Crew. Were all personnel necessary for this size of project?

(b) What effect on overall costs did the amount of inspection and record keeping have? Please document this so that the effect of the inspection work can be compared with the overall cost of the project.

(c) What effect did Division Soils Engineer's charges have on this project? Were utility engineering charges made to this project?

(d) What effect did the weather delays, strikes or shutdowns have on the overall percentage of engineering charges?

(e) What effect did the contractor's work program or schedule have on the accumulation of engineering charges on this project?

This matter is of considerable urgency, and your report should be returned to this office by August 14, 1964.

F. D. Morgan
Construction Engineer

FDM:fp

cc L. P. Shaw

RECEIVED
AUG 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1964
FOR FILING

611

May 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering construction of drain ditch on the Anderson Rd.-Duncan Rd. Section of the Mt. Hood Highway in Clackamas and Multnomah Counties, Contract No. 6192 in connection with Federal-Aid Project No. F-156(15).

This work is necessary to correct a ponding and erosion condition at the outlet of a 24-inch drainage pipe.

Attached are copies of our Resident Engineer's letter giving additional information, copies of the property owner's letter giving permission to enter the property to do the work, and a sketch map.

This work was verbally recommended for approval by the B.P.R. Area Engineer May 12, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]:sr
Enc.

RECEIVED
MAY 25 1964

FOR FILING

6193

STATE COPY

APPROVED
Contingent [illegible] of
[illegible]
MAY 12 1964
[illegible] Engineer
U.S. [illegible] Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Anderson Rd.-Duncan Rd.
Highway: Mt. Hood
County: Clackamas & Multnomah
Contractor: Babler Bros., Inc.
Address: 4617 S.E. Milwaukie Ave., Portland, Ore. 97202

Date: May 4, 1964
Contract No.: 6192
Prefix: 3-1087
F. A. Project No.: F-156(15)
Order No.: 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct approximately 250' of drain ditch, and blade adjacent area to correct a trapped drainage condition resulting from fill erosion and from discharge of a 24" culvert onto private property.

(See accompanying sketch map.)

Location by station numbers:

Left of Sta. 617.

Estimate of quantities and cost:

Labor ----	$ 50.00
Equip.Rental-	200.00
Total	$250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work is outside the scope of the contract. This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$778,666.50
Present estimate of project cost, including $250.00 for work under this order	$712,346.00
Expected under-run ~~over-run~~ amount	$66,320.50
Expected under-run ~~over-run~~ per cent	8.5

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. J. Scofield, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

original to Young 5-25-64

RECEIVED
FEB 3 - 1964
FORM E-30 50M 6-61 36881
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1964

SUBJECT: Anderson Road-Duncan Road Section
Mt. Hood Highway No. 26
Clackamas County
and
Multnomah County

To: Mr. Forrest Cooper
State Highway Engineer
OFFICE

Porter

Attached for your information are copies of letters from the Clackamas and Multnomah County Boards of Commissioners pertaining to the Anderson Road-Duncan Road Section of the Mt. Hood Highway. Clackamas County conditionally agrees to accept jurisdiction over the section of Highway 26 to be abandoned there; Multnomah County still has the matter under consideration.

Purl B. Arensmeier
Purl B. Arensmeier
Mapping & Records Engineer
County & City Division

PBA:mm
Att.

cc: R. L. Porter
L. P. Shaw
V. D. Wolfe
A. E. Johnson

NOTED
R.L.P.

RECEIVED
JAN 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DARRELL JONES, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

COUNTY OF CLACKAMAS
Board of Commissioners

COUNTY COURT HOUSE — OREGON CITY, OREGON

Phone OLive 6-2641

NOTED
H. S. COX

January 7, 1964

RECEIVED
JAN 10 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. [illegible]

NOTED
C. H. [illegible]

NOTED
R. M. ALLISON

Mr. H. S. Cox
City-County Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cox:

Enclosed you will find a map of the Anderson Road-Duncan Road section of the Mt. Hood Loop Highway which has been approved by this Board of County Commissioners.

This is to advise you, however, that our approval of the proposition that the County accept the section of U. S. Highway #26 to be abandoned, is conditional. We will agree to accept jurisdiction at such time as the new highway is in use providing that the culverting, signing and general condition of the old section is acceptable to our Engineering Department and providing that we are supplied with surveys of the portion to be accepted by the County.

This last request is due to the fact that we have had considerable difficulty in locating the rights-of-way involved on such roadways as 82nd Street, Market Road #16 and others and our Engineering Department has been unable to obtain survey information from the Highway Department.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

DJ/dab
Enc.

NOTED
P. B. [illegible]

NOTED
DON H[illegible]WELL

RECEIVED
JAN 23 1964
ENGINEER
COUNTY & CITY DIVISION

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204

January 16, 1964

File Mt. Hood Loop Hwy
X Mt. Hood Freeway

Northrop A
Kalinoski ____
Bennett ____
Brown ____
Loyer ____
Clothier ____
Driver ____
Lall ____
Morrill ____
Sykes ____
R of Way ____
Wheatley ____
Pat Kerslake ____
Lulay ____

Mr. P. C. Northrop
Roadmaster
2115 S. E. Morrison Street
Portland 14, Oregon

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held January 16, 1964, the following action was taken:

Report District Attorney in matter of request of Board to be advised whether the County is obligated to take over jurisdiction, maintenance and control of approximately 3.7 miles of old Mt Hood Highway, advising that, assuming said portion of U S Highway 26 is now a secondary state highway, the State Highway Commission could not force the County to accept it as a part of the County road system without the County's written consent, and that the tone of the letter from the Highway Commission indicates that such written consent is being sought)

ORDERED that said report be accepted and that action in the matter of the County's consent be held in abeyance until it can be discussed thoroughly with the Roadmaster.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Deakin
Clerk of Board

ja
Enc.
cc - Auditor

1-27-64
NOTE: I saw a copy of Northrop's letter to Co. Comm. recommending Co. to accept under their jurisdiction old Hwy 26 between Sandy - Gresham.
Don Harwell

RECEIVED
NOV 6 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1963

SUBJECT: Access Road Paving
Anderson Road-Duncan Road Section
Mt. Hood Highway
Contract No. 6192

To: Mr. A. E. Johnson
Division Engineer
State Highway Department
P. O. Box 4727
Portland, Oregon 97202

The matter of paving the SE Line on Sheet No. 4, BE Line on Sheet No. 5, and the Halgren road approach on Sheet No. 13 has been thoroughly investigated by this office. The background information is roughly this: the frontage road justifications for this project were based on the use of an 0-11 oil mat, the right of way purchases were based on a 2" AC pavement on the approaches, and the plans for the project show only a crushed rock surface.

The Bureau of Public Roads will participate in a 2"AC pavement on the Halgren access road, but they will not participate in any surfacing over the presently constructed rock road on the BE Line. They will participate to the extent of an 0-11 surface on the SE Line, and will do so whether we put on an 0-11 or an AC surface.

Because of our right of way obligations, we will pave with 2" of AC. The required paving will be done under the upcoming paving project and not under the present grading project under which only 2500 tons are needed and for which the bid price is $7.80 per ton.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm

cc: L. H. Young
Frank Hall
L. P. Shaw ✓
W. T. Wright

NOTED
LLOYD P. SHAW

RECEIVED
NOV 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1963

FOR FILING

6192

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. October 4, 1963
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project F-156(15)
Anderson Road-Duncan Road Section
of Mt. Hood Highway in Multnomah
and Clackamas Counties

Reference is made to your letter dated September 26, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

Reimbursement will be made on an actual cost basis.

RECEIVED
OCT 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
10-9-63

RECEIVED
SEP 27 1963

FOR FILING

F-[illegible]

61[illegible]

September 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering removal of concrete floor and foundation on the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Clackamas and Multnomah Counties, Contract No. 6192 in connection with Federal-Aid Project No. F-156(15).

This work is necessary to clear the area for construction.

The removal of the garage floor and foundation was stipulated in the final judgment and is an obligation of the State, right of way file 34289.

This work was verbally recommended for approval by the BPR Area Engineer and the Field was authorized to proceed on August 16, 1963, as an emergency measure to expedite construction. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

CT:bb

Enc.

RECEIVED
SEP 26 1963
FOR FILING

September 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-238, covering seeding and mulching on the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties, Contract No. 6192, in connection with Federal Aid Project No. F-156(15).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $7,020.00, with Federal participation of $4,212.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
APR 5 - 1963
FOR FILING

...number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Pr...	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-3-63	County **Multnomah & Clackamas**
7		Project number **F-156(15)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **January 4**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **760,444.00**
Revised Federal funds	$ **479,000.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **3** day of **April**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stud

Ass't **State Highway Engineer**
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
By Division Engineer

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-156(15)

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE
MT. HOOD HIGHWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

(Estimate as a basis for modification project agreement. Estimate revised to include all work retained in P. S. & E. Status.)

Salem, Oregon, March 11, 1963

Type Code 0010
Roadway (Sta. 373+00 to Sta. 691+00)(Contract 6192)

Clearing and Grubbing	All	Required		$ 50,000.00
Drainage Excavation, Unclassified	3,550	cu.yds.	$ 1.50	5,325.00
General Excavation, Unclassified	1,220,000	cu.yds.	0.25	305,000.00
Short Overhaul	5,145,800	yd.stas.	0.005	25,729.00
Long Overhaul	75,300	C-yd.stas.	0.30	22,590.00
Finishing Roadbed and Slopes	6.02	miles	1,000.00	6,020.00
Rounding Cutbanks	21,500	lin.ft.	0.15	3,225.00
12-inch Concrete Pipe	2,080	lin.ft.	2.00	4,160.00
15-inch Concrete Pipe	96	lin.ft.	4.00	384.00
18-inch Concrete Pipe	2,000	lin.ft.	4.20	8,400.00
24-inch Concrete Pipe	210	lin.ft.	6.00	1,260.00
24-inch Concrete Pipe, Extra Strength	1,240	lin.ft.	9.00	11,160.00
12-inch Corrugated Steel Pipe	14	lin.ft.	4.00	56.00
30-inch Corrugated Steel Pipe, 12 Gage	310	lin.ft.	10.00	3,100.00
54-inch Corrugated Steel Pipe	220	lin.ft.	25.00	5,500.00
60-inch Corrugated Steel Pipe	240	lin.ft.	30.00	7,200.00
6-inch Concrete Drain Pipe	150	lin.ft.	1.00	150.00
10-inch Concrete Drain Pipe	550	lin.ft.	2.00	1,100.00
6-inch Perforated Rigid-Type Drain Pipe	7,650	lin.ft.	1.00	7,650.00
Special Backfill in Drains	800	cu.yds.	6.00	4,800.00
12-inch Culvert End Sections	20	only	30.00	600.00
15-inch Culvert End Sections	1	only	40.00	40.00
18-inch Culvert End Sections	30	only	45.00	1,350.00
24-inch Culvert End Sections	5	only	75.00	375.00
96-inch Structural Plate Pipe	All	Required		24,000.00
Concrete Inlets, Type G-1	1	only	100.00	100.00
Concrete Inlets, Type D Modified	20	only	125.00	2,500.00
Class "A" Concrete	500	cu.yds.	55.00	27,500.00
Metal Reinforcement	72,150	lbs.	0.14	10,101.00
Metal Guard Rail	360	lin.ft.	3.00	1,080.00
Type 2 Fence	360	rods	7.00	2,520.00
Material in Subbase	11,600	tons	1.80	20,880.00
Coarse Crushed Material in Base	20,500	tons	2.30	47,150.00
3/4" - 0 Material in Base	5,700	tons	2.40	13,680.00
Sprinkling	3,100	M-gals.	2.00	6,200.00
SS-1 Asphalt in Sprinkling	310	gals.	1.00	310.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	180	cu.yds.	6.00	1,080.00

Furnishing and Placing Aggregates	68 cu.yds.	$ 7.25	$ 493.00
RC-250 Asphalt	26 tons	60.00	1,560.00
120-150 Asphalt	5 tons	60.00	300.00
RS-1 Asphalt	4 tons	70.00	280.00
Class "B" Asphaltic Concrete	2,500 tons	7.80	19,500.00
Extra For Paving Approaches	14 only	30.00	420.00
			$655,828.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Reinstall Monument Boxes	All Required		100.00
Seeding	All Required		1,950.00
Mulching with Oil Tack	All Required		5,070.00
Slide Removal and Embankment Stabilization	All Required		25,000.00
			$ 33,120.00
Utilities			
Work by Portland General Electric	All Required		$ 2,365.00
	Subtotal		$691,313.00
	10% Engr. & Cont.		69,131.00
	Total		$760,444.00

Length of Roadway - - - - - - - - - 6.023 Miles
Cost of Roadway Per Mile- - - - - $126,256.68

Federal Funds - $479,000.00
State Funds - 281,444.00

$760,444.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

ANDERSON ROAD-DUNICAN ROAD SECTION

PROJECT NO. F-156(15)

Estimated cost of work by the Portland General Electric Company

Job No. 88442

Material	$426.24
Labor	503.63
Salvage Credit	-173.85
	$756.02

Job No. 88699

Material	$245.28
Labor	496.73
Salvage Credit	-183.91
	$558.10

Job No. 88706

Material	$728.33
Labor	424.05
Salvage Credit	-307.00
	$845.38

Job No. 86720

Material	$ 82.70
Labor	159.96
Salvage Credit	- 36.42
	$206.24

Total	$2,365.74

RECEIVED
MAR 14 1963
FOR FILING

F-156(15)

6192

477 Cottage Street, N. E.
Salem, Oregon

March 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: D. R. Lovejoy
Acting District Engineer

Oregon Project F-156(15), Anderson Road - Duncan Road Section
Portland General Electric Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustment included in the project estimate.

We hereby approve the agreement, as evidence by your Staff Attorney's letter dated September 14, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letters dated February 18 and 26, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter of March 1, 1963. Reimbursement on an agreed lump sum basis of $2,365.74 is approved.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
MAR 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
3-14-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 5 - 1963
FOR FILING

F-156(15)

6192

March 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Clackamas and Multnomah Counties, Contract No. 6192, in connection with Federal-Aid Project No. F-156(15).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

6192

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JAN 8 1963
FOR FILING

22

[illegible] TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT PREFIX	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-4-63	COUNTY **Multnomah & Clackamas**
6192		PROJECT NO. **F-156(15)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 Multnomah Co. Line E. 6.0 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-62	6.023
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 758,042.00	$ 477,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Vost
Asst **State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund
Administrative Manager
Date executed by Division Engineer January 4, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. F-156(15)

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE
MT. HOOD HIGHWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 13, 1962

Type Code 0010
Roadway (Sta. 373+00 to Sta. 691+00)(Contract 6192)

Clearing and Grubbing	All	Required		$ 50,000.00
Drainage Excavation, Unclassified	3,550	cu.yd.	$ 1.50	5,325.00
General Excavation, Unclassified	1,220,000	cu.yd.	0.25	305,000.00
Short Overhaul	5,145,800	yd.sta.	0.005	25,729.00
Long Overhaul	75,300	C-yd.sta.	0.30	22,590.00
Finishing Roadbed and Slopes	6.02	miles	1,000.00	6,020.00
Rounding Cutbanks	21,500	lin.ft.	0.15	3,225.00
12-inch Concrete Pipe	2,080	lin.ft.	2.00	4,160.00
15-inch Concrete Pipe	96	lin.ft.	4.00	384.00
18-inch Concrete Pipe	2,000	lin.ft.	4.20	8,400.00
24-inch Concrete Pipe	210	lin.ft.	6.00	1,260.00
24-inch Concrete Pipe, Extra Strength	1,240	lin.ft.	9.00	11,160.00
12-inch Corrugated Steel Pipe	14	lin.ft.	4.00	56.00
30-inch Corrugated Steel Pipe, 12 Gage	310	lin.ft.	10.00	3,100.00
54-inch Corrugated Steel Pipe	220	lin.ft.	25.00	5,500.00
60-inch Corrugated Steel Pipe	240	lin.ft.	30.00	7,200.00
6-inch Concrete Drain Pipe	150	lin.ft.	1.00	150.00
10-inch Concrete Drain Pipe	550	lin.ft.	2.00	1,100.00
6-inch Perforated Rigid-Type Drain Pipe	7,650	lin.ft.	1.00	7,650.00
Special Backfill in Drains	800	cu.yd.	6.00	4,800.00
12-inch Culvert End Sections	20	only	30.00	600.00
15-inch Culvert End Sections	1	only	40.00	40.00
18-inch Culvert End Sections	30	only	45.00	1,350.00
24-inch Culvert End Sections	5	only	75.00	375.00
96-inch Structural Plate Pipe	All	Required		24,000.00
Concrete Inlets, Type G-1	1	only	100.00	100.00
Concrete Inlets, Type D Modified	20	only	125.00	2,500.00
Class "A" Concrete	500	cu.yd.	55.00	27,500.00
Metal Reinforcement	72,150	lb.	0.14	10,101.00
Metal Guard Rail	360	lin.ft.	3.00	1,080.00
Type 2 Fence	360	rod	7.00	2,520.00
Material in Sub-base	11,600	tons	1.80	20,880.00
Coarse Crushed Material in Base	20,500	ton	2.30	47,150.00
3/4" - 0 Material in Base	5,700	ton	2.40	13,680.00
Sprinkling	3,100	M-gal.	2.00	6,200.00

SS-1 Asphalt in Sprinkling	310 gal.	$ 1.00	$ 310.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	180 cu.yd.	6.00	1,080.00
Furnishing and Placing Aggregates	68 cu.yd.	7.25	493.00
RC-250 Asphalt	26 ton	60.00	1,560.00
120-150 Asphalt	5 ton	60.00	300.00
RS-1 Asphalt	4 ton	70.00	280.00
Class "B" Asphaltic Concrete	2,500 ton	7.80	19,500.00
Extra for Paving Approaches	14 only	30.00	420.00
			$655,828.00

Flagging (57½% of Contractors Cost)	All Required	$ 1,000.00
Reinstall Monument Boxes	All Required	100.00
Seeding	All Required	1,950.00
Mulching with Oil Tack	All Required	5,070.00
Slide Removal and Embankment Stabilization	All Required	25,000.00
		$ 33,120.00
	Subtotal	$688,948.00
	10% Engr. & Cont.	68,894.00
	Total	$757,842.00

Length of Roadway_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _6.023 miles
Cost of Roadway per mile_ _ _ _ _ _ _ _ _ _ _ _$125,857.87

Federal Funds _$477,200.00
State Funds _280,842.00
$758,042.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WORK RETAINED IN P. S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds
West Coast Tel. Co.	$ 770.00	$ 450.00	$ 320.00
Portland General Electric	2,200.00	1,350.00	850.00
	$ 2,970.00	$1,800.00	$1,170.00

Oregon State Highway Department

Federal Aid
Project No. F-156(15)

ANDERSON ROAD-DUNCAN ROAD SECTION OF THE MT. HOOD HIGHWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 17, 1962

Type Code 0010
Roadway (Sta. 373+00 to Sta. 691+00)

Clearing and Grubbing	All Required		$ 95,000.00
Drainage Excavation, Unclassified	3,550 cu.yds.	$ 3.00	10,650.00
General Excavation, Unclassified	1,220,000 cu.yds.	0.32	390,400.00
Short Overhaul	5,145,800 yd.stas.	0.01	51,458.00
Long Overhaul	75,300 C-yd.stas.	0.35	26,355.00
Finishing Roadbed and Slopes	6.02 miles	1,200.00	7,224.00
Rounding Cutbanks	21,500 lin.ft.	0.20	4,300.00
12-inch Concrete Pipe	2,080 lin.ft.	2.50	5,200.00
15-inch Concrete Pipe	96 lin.ft.	3.25	312.00
18-inch Concrete Pipe	2,000 lin.ft.	4.50	9,000.00
24-inch Concrete Pipe	210 lin.ft.	6.00	1,260.00
24-inch Concrete Pipe, Extra Strength	1,240 lin.ft.	7.00	8,680.00
12-inch Corrugated Steel Pipe	14 lin.ft.	3.75	52.50
30-inch Corrugated Steel Pipe, 12 Gage	310 lin.ft.	9.00	2,790.00
54-inch Corrugated Steel Pipe	220 lin.ft.	25.00	5,500.00
60-inch Corrugated Steel Pipe	240 lin.ft.	40.00	9,600.00
6-inch Concrete Drain Pipe	150 lin.ft.	1.50	225.00
10-inch Concrete Drain Pipe	550 lin.ft.	2.00	1,100.00
6-inch Perforated Rigid-Type Drain Pipe	7,650 lin.ft.	2.00	15,300.00
Special Backfill in Drains	800 cu.yds.	6.00	4,800.00
12-inch Culvert End Sections	20 only	35.00	700.00
15-inch Culvert End Sections	1 only	40.00	40.00
18-inch Culvert End Sections	30 only	45.00	1,350.00
24-inch Culvert End Sections	5 only	60.00	300.00
96-inch Structural Plate Pipe	All Required		32,500.00
Concrete Inlets, Type G-1	1 only	110.00	110.00
Concrete Inlets, Type D Modified	20 only	100.00	2,000.00
Class "A" Concrete	500 cu.yds.	50.00	25,000.00
Metal Reinforcement	72,150 lbs.	0.14	10,101.00
Metal Guard Rail	360 lin.ft.	2.50	900.00
Type 2 Fence	360 rods	6.00	2,160.00
Material in Subbase	11,600 tons	1.65	19,140.00
Coarse Crushed Material in Base	20,500 tons	1.60	32,800.00
3/4" - 0 Material in Base	5,700 tons	1.70	9,690.00
Sprinkling	3,100 M-gals.	2.50	7,750.00
SS-1 Asphalt in Sprinkling	310 gals.	0.25	77.50
Preparation of Base	All Required		1,500.00

3/4" - 0 Material in Binder Course	180 cu.yds.	$ 4.00	$ 720.00
Furnishing and Placing Aggregates	68 cu.yds.	5.00	340.00
RC-250 Asphalt	26 tons	40.00	1,040.00
120-150 Asphalt	5 tons	38.00	190.00
RS-1 Asphalt	4 tons	75.00	300.00
Class "B" Asphaltic Concrete	2,500 tons	8.00	20,000.00
Extra for Paving Approaches	14 only	25.00	350.00
			$818,265.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Reinstall Monument Boxes	All Required		100.00
Seeding	All Required		1,950.00
Mulching with Oil Tack	All Required		5,070.00
Slide Removal and Embankment Stabilization	All Required		25,000.00
			$ 33,120.00
Utilities			
Work by West Coast Tel. Co.	All Required		$ 700.00
Work by Portland General Electric	All Required		2,000.00
			$ 2,700.00
	Subtotal		$854,085.00
	10% Engr. & Cont.		85,408.00
	Total		$939,493.00

Length of Roadway - - - - - - - - - - - 6.023 Miles
Cost of Roadway Per Mile - - - - - - - $155,984.22

Federal Funds — - $591,000.00
State Funds - 348,493.00

$939,493.00

Oregon State Highway Department

Federal Aid
Project No. F-156(15)

ANDERSON ROAD-DUNCAN ROAD SECTION OF

THE MT. HOOD HIGHWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 21, 1962

Type Code 0010
Roadway (Sta. 373+00 to Sta. 691+00)

Clearing and Grubbing	All	Required		$ 95,000.00
Drainage Excavation, Unclassified	3,550	cu.yd.	3.00	10,650.00
General Excavation, Unclassified	1,220,000	cu.yd.	0.32	390,400.00
Short Overhaul	5,145,800	yd.sta.	0.01	51,458.00
Long Overhaul	75,300	C-yd.sta.	0.35	26,355.00
Finishing Roadbed and Slopes	6.02	mile	1200.00	7,224.00
Rounding Cutbanks	21,500	lin.ft.	0.20	4,300.00
12-inch Concrete Pipe	2,080	lin.ft.	2.50	5,200.00
15-inch Concrete Pipe	96	lin.ft.	3.25	312.00
18-inch Concrete Pipe	2,000	lin.ft.	4.50	9,000.00
24-inch Concrete Pipe	210	lin.ft.	6.00	1,260.00
24-inch Concrete Pipe, Extra Strength	1,240	lin.ft.	7.00	8,680.00
12-inch Corrugated Steel Pipe	14	lin.ft.	3.75	52.50
30-inch Corrugated Steel Pipe, 12 Gage	310	lin.ft.	9.00	2,790.00
54-inch Corrugated Steel Pipe	220	lin.ft.	25.00	5,500.00
60-inch Corrugated Steel Pipe	240	lin.ft.	40.00	9,600.00
6-inch Concrete Drain Pipe	150	lin.ft.	1.50	225.00
10-inch Concrete Drain Pipe	550	lin.ft.	2.00	1,100.00
6-inch Perforated Rigid-type Drain Pipe	7,650	lin.ft.	2.00	15,300.00
Special Backfill in Drains	800	cu.yd.	6.00	4,800.00
12-inch Culvert End Sections	20	only	35.00	700.00
15-inch Culvert End Sections	1	only	40.00	40.00
18-inch Culvert End Sections	30	only	45.00	1,350.00
24-inch Culvert End Sections	5	only	60.00	300.00
96-inch Structural Plate Pipe	All	Required		32,500.00
Concrete Inlets, Type G-1	1	only	110.00	110.00
Concrete Inlets, Type D Modified	20	only	100.00	2,000.00
Class "A" Concrete	500	cu.yd.	50.00	25,000.00
Metal Reinforcement	72,150	lbs.	0.14	10,101.00
Metal Guard Rail	360	lin.ft.	2.50	900.00
Type 2 Fence	360	rods	6.00	2,160.00
Material in Sub-Base	11,600	tons	1.85	21,460.00
Coarse Crushed Material in Base	20,500	tons	1.60	32,800.00
3/4" - 0 Material in Base	5,700	tons	1.70	9,690.00

Sprinkling	3,100	M-Gal.	2.50	$ 7,750.00
SS-1 Asphalt in Sprinkling	310	Gal.	0.25	77.50
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	180	cu.yd.	4.00	720.00
Furnishing and Placing Aggregates	68	cu.yd.	5.00	340.00
RC-250 Asphalt	26	ton	40.00	1,040.00
120-150 Asphalt	5	ton	38.00	190.00
RS-1 Asphalt	4	ton	75.00	300.00
Class "B" Asphaltic Concrete	2,500	ton	8.00	20,000.00
Extra for Paving Approaches	14	only	25.00	350.00
				$820,585.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
Reinstall Monument Boxes	All Required	100.00
Seeding	All Required	1,950.00
Mulching with Oil Tack	All Required	5,070.00
Slide Removal and Embankment Stabilization	All Required	25,000.00
		$ 33,120.00

Utilities:		
Work by West Coast Tel. Co.	All Required	$ 700.00
Work by Portland General Electric	All Required	2,000.00
		$ 2,700.00
	Subtotal	$856,405.00
	10% Engr.&Cont.	85,640.00
	Total	$942,045.00

Length of Roadway- - - - - - - - - - - - - - 6.023 miles
Cost of Roadway per Mile - - - - - - - - - - $156,407.93

Federal Funds- $593,000.00
State Funds- 349,045.00
$942,045.00

RECEIVED
NOV 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
B. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 21, 1962

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962 awarded to you State Highway Contract No. 6192 for the following project:

Grading on Anderson Road-Duncan Road Section of Mt. Hood Highway in Multnomah and Clackamas Counties.

This award was based on your low bid of $655,838.00 which was submitted to the Commission on November 20, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)

RECEIVED
23 1962
FOR FILING
6192

477 Cottage Street, N.E.
Salem, Oregon

November 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:
A. F. Bester
Assistant Engr. Coordinator

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-156(15)
Anderson Road-Duncan Road Section
Mt. Hood Highway

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6192 to Babler Bros., Inc. of Portland, Oregon, low bidder in the amount of $655,828.00 at the November 20, 1962 bid opening.

Although all rights-of-way or rights-of-entry have been acquired we understand from Mr. Wright's October 19, 1962 letter that the owner of one parcel, (File No. 34293 - Stone), has been permitted occupancy of a potato house, located partially on highway right-of-way, until January 15, 1963. At that time possession will revert to the State and the structure can be removed. Inasmuch as the parcel is not in its entirety available for occupancy by the contractor we can concur in award only on the basis of a finding in the public interest as required by paragraph 9e of PPM 21-6.3, in such situations. We believe such a showing has been made by the State in that it has been shown that the area occupied is very small and that it is located outside the area of active construction. There is no reason to believe that the proposed arrangement will cause appreciable delay in prosecution of work on the remainder of the project. Postponement to a later bid opening date would be undesirable since it could be the cause of the project running over into an additional construction season.

RECEIVED
NOV 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
11-28-62

NOTED
R. L. PORTER

2

MISC. CONTRACTS and
AGREEMENTS No. 2.

RECEIVED
DEC 4 1962
FOR FILING

E-176 (16)

1192

Salem, Oregon
November 8, 1962

Agenda Item 4-f

Throughway Agreement
Anderson Road-Duncan Road Section
Mt. Hood Highway
Multnomah County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement with Multnomah County covering the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

RECEIVED
OCT 30 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

October 29, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project F-156(15)
Anderson-Duncan Roads Section
Grading

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's October 19, 1962 letter except for two parcels. The special provisions indicate that one of these parcels will not be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending receipt of the statement for a finding in the public interest required by paragraph 9e of PPM 21-6.3 covering such situations.

Your August 22, 1962 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

You indicated during a conference that the short completion time limit is specified in order to attempt to have the project completed in two seasons.

original To Young
10-30-62

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. PORTER

RECEIVED
OCT 29 1962
FOR FILING

F-156 (15)

G 172

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1962

SUBJECT: Mt. Hood Loop Highway

To: MEMO TO FILE

Mr. A. L. Greenwalt of Wemme was in the office at 11:30 this morning asking about the status of work on the Mount Hood Loop. I told him that we had just received word that the President had signed the 1962 Highway Appropriation Bill, and that the Anderson Road-Duncan Road Section was on a schedule which would be advertised for contract as soon as these funds were released by the local office of the Bureau of Public Roads.

Mr. Greenwalt brought up an alleged promise by Mr. Williams that we would purchase right of way easterly from Alder Creek for an eventual project. I told him that I had no information as to any promise that Mr. Williams had made and could give him no assurance that we would enter into any right-of-way purchases at the present time.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper ✓

NOTED
G. S. PAXSON

10-29-62
See Minute Entry 4m on page 33016
of March 10, 1961 Minutes.

RECEIVED
OCT 4 1962
FOR FILING

F-150 (15)

6192

October 3, 1962

Oregon State Highway Department

Gentlemen:

On the agenda for the November 1 Commission meeting there will appear the matter of entering into a throughway agreement with Multnomah County which covers the Anderson Road-Duncan Road Section of the Mt. Hood Highway. As we are calling for bids on this project in the near future, it is necessary that this agreement have your favorable consideration at this time and that the Secretary be authorized to sign the instrument.

This is the usual routine matter that has to do with county road closures and access control.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox

RLP:ajw hlb

RECEIVED
OCT 16 1962
FOR FILING
F-156 (15)
192

MISC. CONTRACTS and
AGREEMENTS No. 2

Salem, Oregon
September 27, 1962

Agenda Item 4-i

Throughway Agreement
Anderson Road-Duncan Road Section
Mt. Hood Highway No. 26
Clackamas County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement with Clackamas County covering the Anderson Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Secretary

rn
Attach: 1

FORM E-133X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
AUG 28 1962
FOR FILING

F-16 (16)

6172

August 27, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Right of Way Status
Anderson Road-Duncan Road Section
Mt. Hood Highway

All right of way or right of entry has been procured for this project with the following exceptions:

File No. 34310-Baker	$ 9,237.00
File No. 34269-Paul	7,000.00
File No. 34321-Puntales	1,825.00
File No. 34340-Gross	7,550.00
File No. 34308-Lloyd	2,100.00
File No. 34293-Stone	16,250.00
File No. 34304-Okino	2,000.00
File No. 34323-Jones	3,650.00
File No. 34322-McDonald	2,700.00
File No. 33419-Emre	4,975.00
TOTAL	$57,287.00

Filings have been deferred in order to permit a final negotiating effort after the legal letter of offer. With one exception, the owners have rejected the legal offers, and filings will be made by the end of the week on all parcels.

File number 34322 is still under negotiation. The contract purchasers have accepted the legal offer and the option is now in the mail for the signature of the legal owner. A filing will not be made until it has been determined whether the legal owner will join in signing the option. In the event that a signed option has not been returned to us by September 10, we will proceed with the filing.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

RECEIVED
AUG 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

WTW:sm
cc Mr. L. I. Lindas

RECEIVED
29 1962

FOR FILING
F 156 (13)

6192

August 27, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the September 20 Commission meeting there will be the matter of entering into a throughway agreement with Clackamas County covering the Anderson Road-Duncan Road Section of the Mt. Hood Highway. It is planned to call for bids on this section in the near future, and it is necessary to formulate this agreement before that time. This is the usual routine understanding which covers such things as road closures, frontage roads, and the jurisdiction of short sections of relocated county roads after construction is completed.

It is recommended that the matter have your favorable consideration, and that you authorize the Secretary to sign the instrument.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox

RLP:ajw hlb

RECEIVED
AUG 20 1962
FOR FILING
F-156 ([illegible])
6112.

August 20, 1962

Mr. Paul Northrop
Multnomah County Engineer
2115 S.E. Morrison Street
Portland, Oregon

Dear Mr. Northrop:

I am writing you this letter to clarify the points which were discussed during your conversation with John Graham of our County and City Relations Division on Friday, August 10, in your office.

1. It is the plan of the State at this time to use that portion of Anderson Road between the relocated Mt. Hood Highway and the existing Mt. Hood Highway which is a distance of approximately 4,000 feet. The State will reconstruct Anderson Road to a 24-foot wide traveled surface with 4-foot shoulders. The traveled surface will be paved with 3-1/2 inches of asphaltic concrete pavement and the shoulders will be paved with 1-1/2 inches of asphaltic concrete pavement. The Highway Department will use and maintain this portion of Anderson Road to route state highway traffic until such time as another section of the Mt. Hood Highway is constructed westerly to the Gresham area where there would then be a new connection and Anderson Road would not be needed for state highway traffic. It is estimated at this time that this work will be done in 1964.

2. As to the road closure in the vicinity of station 383+00 of the Anderson Road-Duncan Road project, the three property owners involved have been negotiated with on the basis that they would not be allowed access at this point and it is a policy of the department to reflect this in the amount of money paid to the people involved for property acquired.

3. When it becomes necessary to relocate utilities located on private easements because of new highway construction, the Highway Department assumes responsibility for having the utilities companies relocate.

If the utilities involved are located on a county right-of-way, even though this right-of-way may subsequently become part of the State Highway, then the State will notify the county of the utilities involved and request the county to cause their relocation. It then becomes the responsibility of the county to effect the relocation of the utilities.

I hope these points will now be clear to you and that you will recommend approval by the Board of Commissioners of the Anderson Road-Duncan Road Agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

JDG:eb

cc: H. S. Cox
Ted Litchfield
D. J. Barbee
Forrest Cooper

RECEIVED
AUG 3 1961
FOR FILING

F-156 (15)

6172

Salem, Oregon
August 3, 1961

Anderson Rd - Duncan Rd

W. T. Wright
Right of Way Engineer
OFFICE

The B.P.R. has approved effective July 27, 1961, the acquisition of right of way on the Epperson Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County.

R. L. Porter
Office Engineer

RLP:bm

RECEIVED
JUL 20 1961
FOR FILING

F-156 (1)

6172

July 19, 1961

Survey Read
237

Oregon State Highway Commission

Gentlemen:

Our survey on the Anderson Road-Duncan Road Section of the Mt. Hood Highway, US26, has been completed. A public hearing on this route is not required.

You have approved $550,000 in Program VI and $1,015,000 in Program VII for right of way and construction on this route.

The length of this section is 6.12 miles, and I am attaching a map for your information.

It is probable that the relocated highway will bypass the city of Gresham on the southerly side, but temporarily the work will stop at Anderson Road, which will act as a connector between the present Mt. Hood Highway and the proposed relocated highway.

I request your approval of the survey and permission to purchase the necessary right of way.

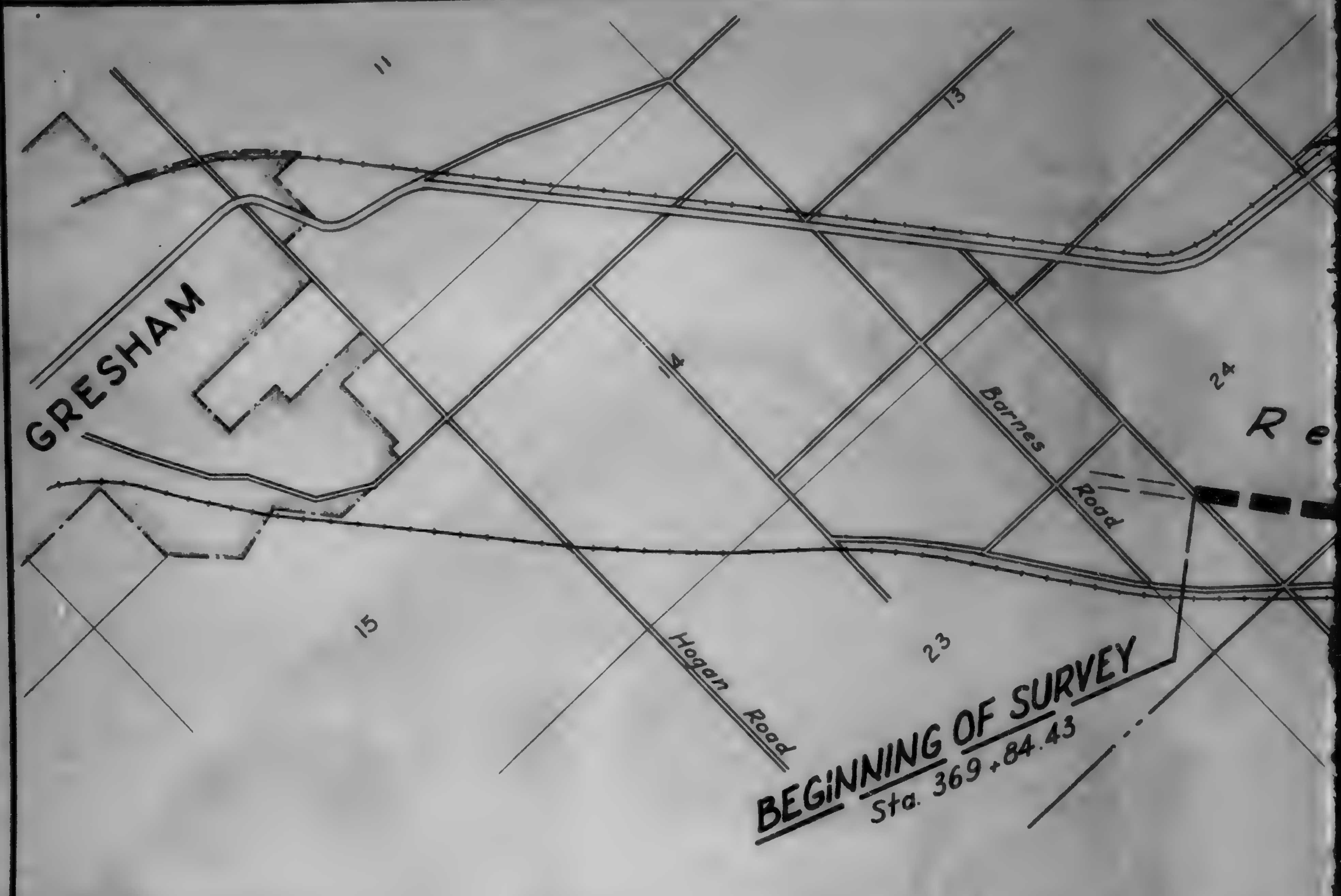
This matter will be on the agenda for the July 28 meeting.

Very truly yours,

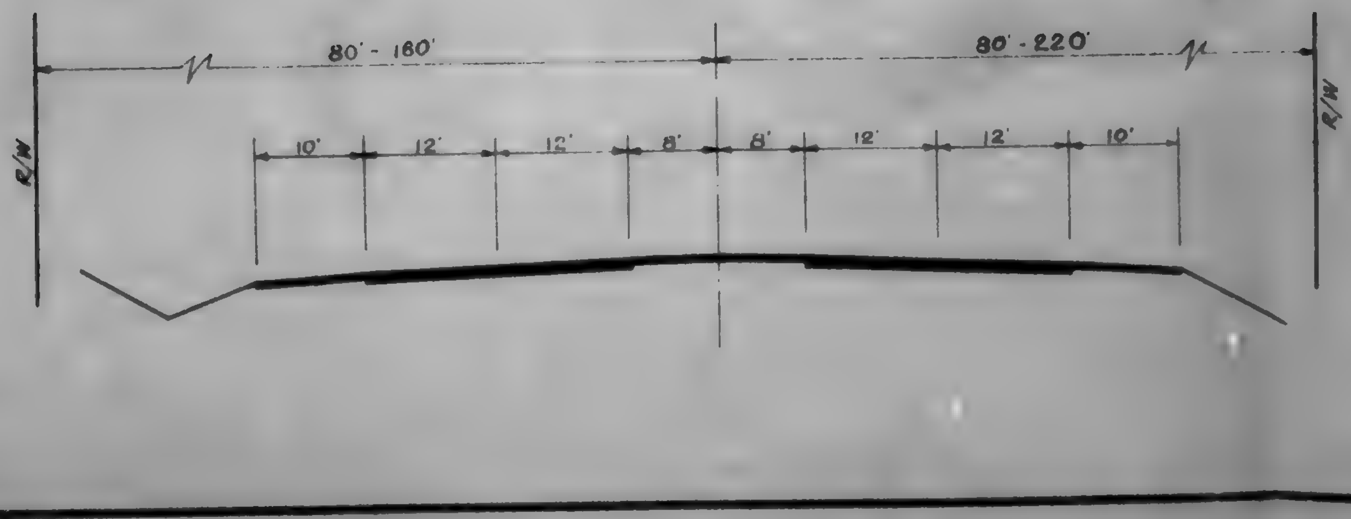
W. C. Williams
State Highway Engineer

DJB:jk me

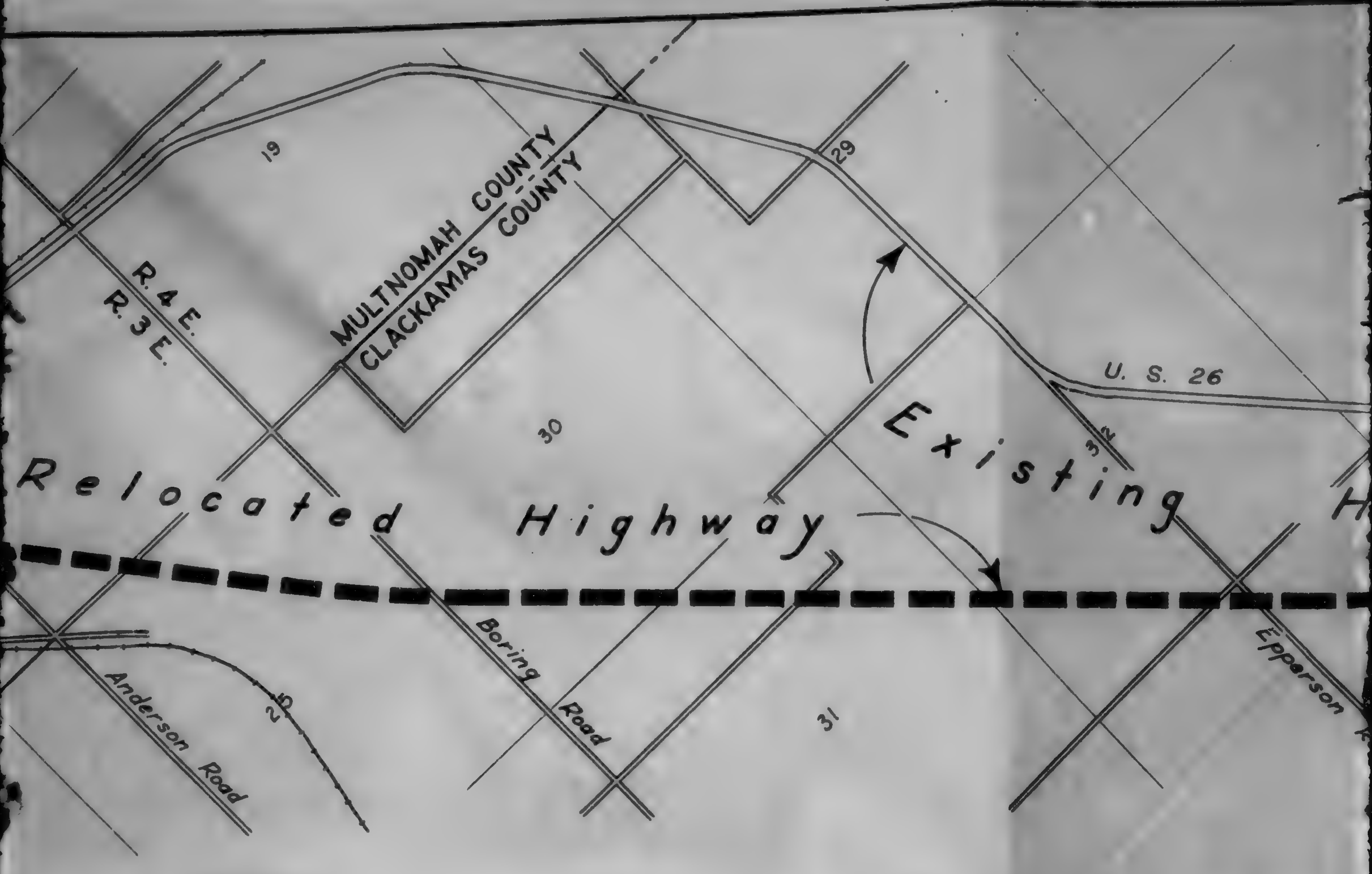
cc Tom Edwards
Walter Wright



TYPICAL SECTION



6.12 Mi.



Public Hearing — — — — — — — — *None Required*

System Action

County — — — — — — — — *None Required*

State Highway Commission — *None Required*

Bureau of Public Roads — *None Required*

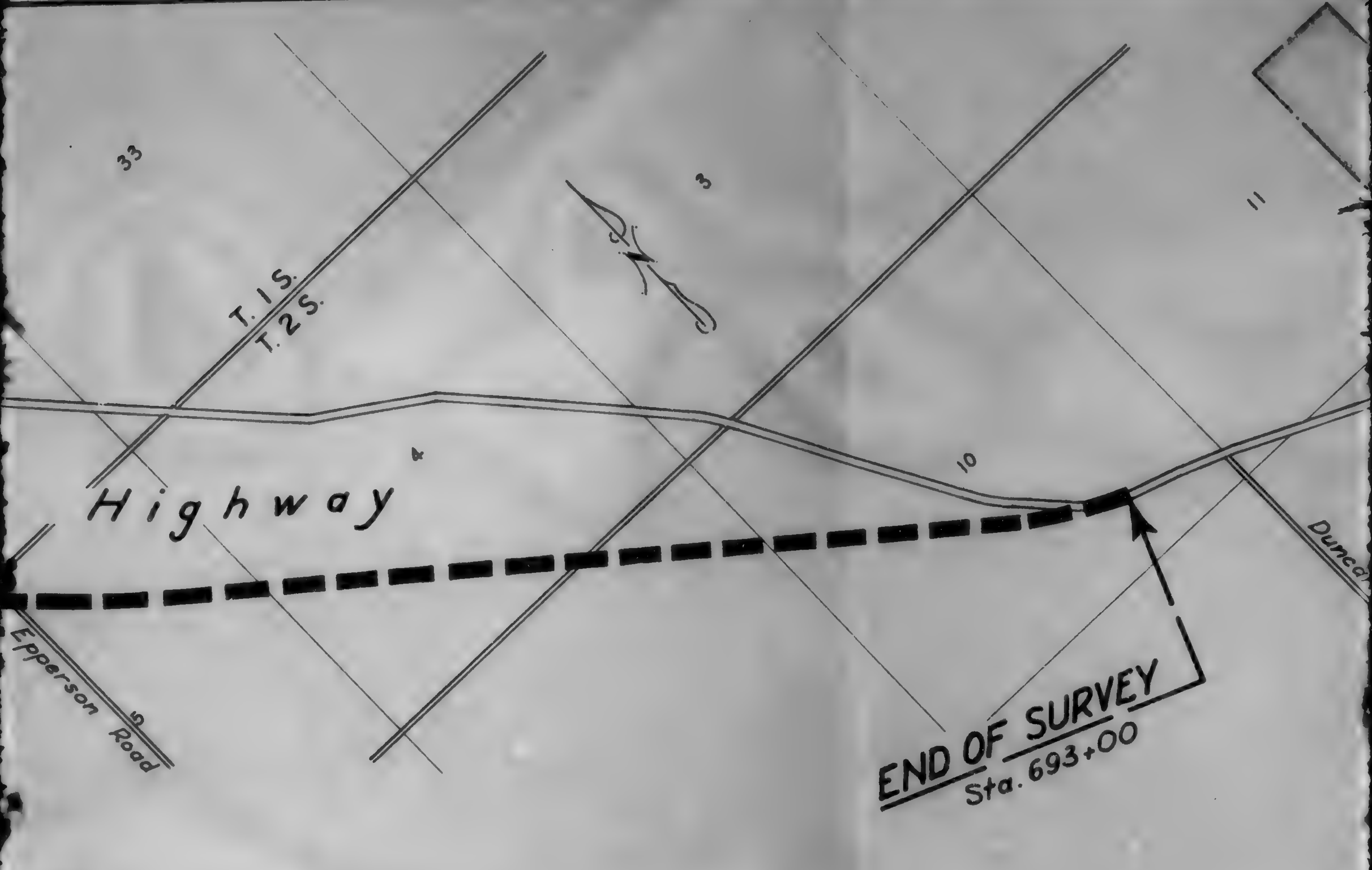
Throughway Resolution Adopted *Nov. 3, 1948*

Access Control — — — — — — — *Required*

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

DATE July 18, 1961



Required

Required
Required
Required
1948
ired

OREGON ST

S

ANDERSON RD.

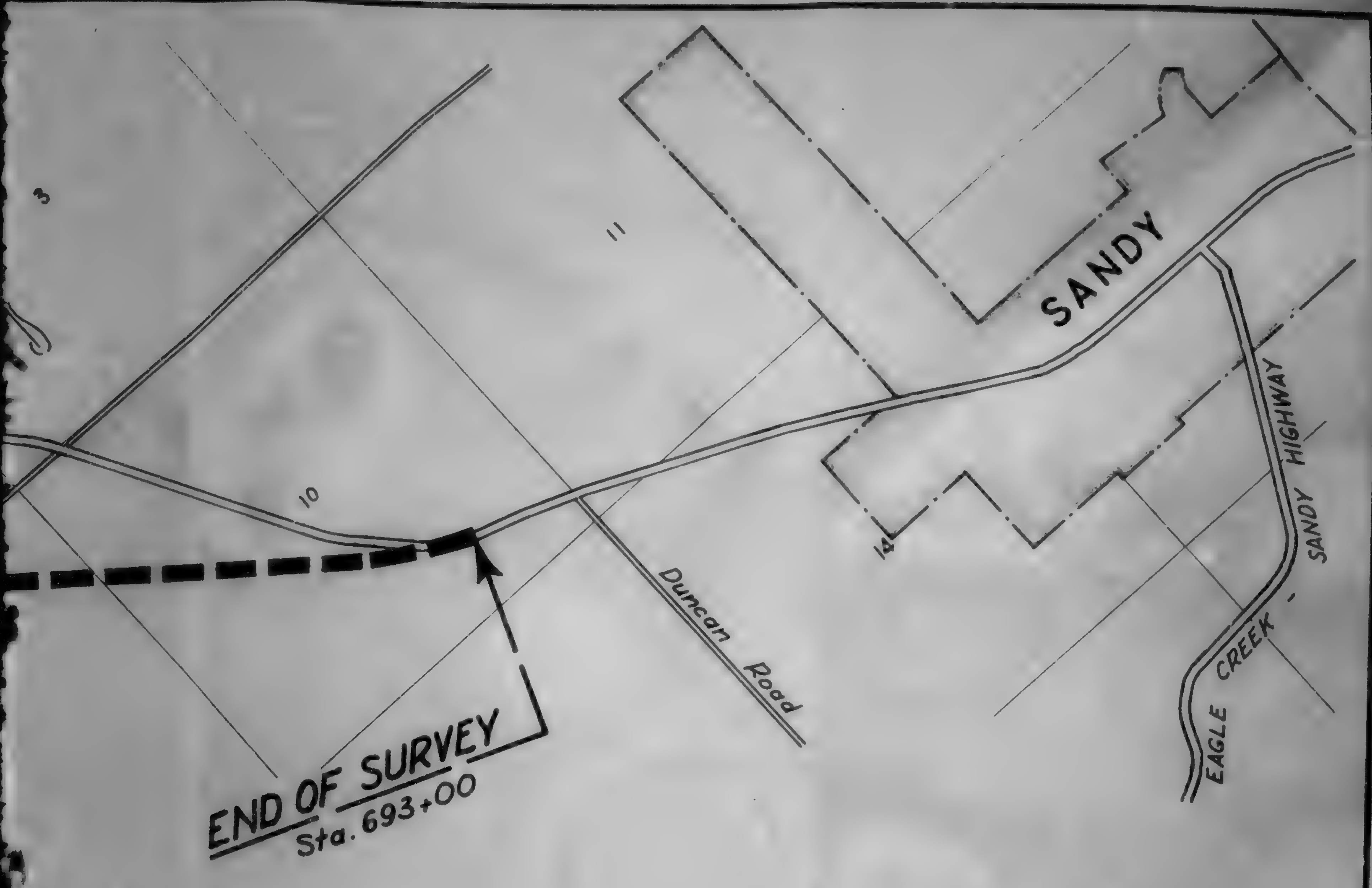
MT.

MULTNOMAH

Scale 1" = 2

DR

For Details See



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ANDERSON RD. – DUNCAN RD. SECTION

MT. HOOD HIGHWAY

MULTNOMAH & CLACKAMAS COUNTIES

Scale 1" = 2000' June, 1961

DRG. NO. 10C-25-20

For Details See Drg. No. 8B-21-5 Feb. 196'

Wolfe

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Division of Personnel
and Public Relations

☎ EMpire 4-2171
Extension 439

61-84-Se

FOR IMMEDIATE RELEASE

June 15, 1961

The State Highway Department announced today that more extensive work will be scheduled for the Gresham-Sandy Section of US 26 east of Portland than was originally planned.

The initial plan was to widen the existing highway for one mile west of Sandy, grading an additional 2.8 miles, and paving the total 3.8 miles from Sandy to Epperson Road. Epperson Road would then have been improved so that the new facility could be put into service. W. C. Williams, State Highway Engineer, explained that further study indicated Anderson Road would make a better connection with the existing US 26 (Mt. Hood Loop Highway), showing greater savings in time and money to motorists as compared to the earlier proposed Epperson Road connection.

The improved plan will be accomplished in two phases. The first will be a grading contract let this fall for the 8.1 miles from Duncan Road near Sandy westerly to Anderson Road.

The paving contract will be awarded after the grading is completed, probably in the fall of 1962, and it is hoped that the new section can be opened to traffic by the fall of 1963.

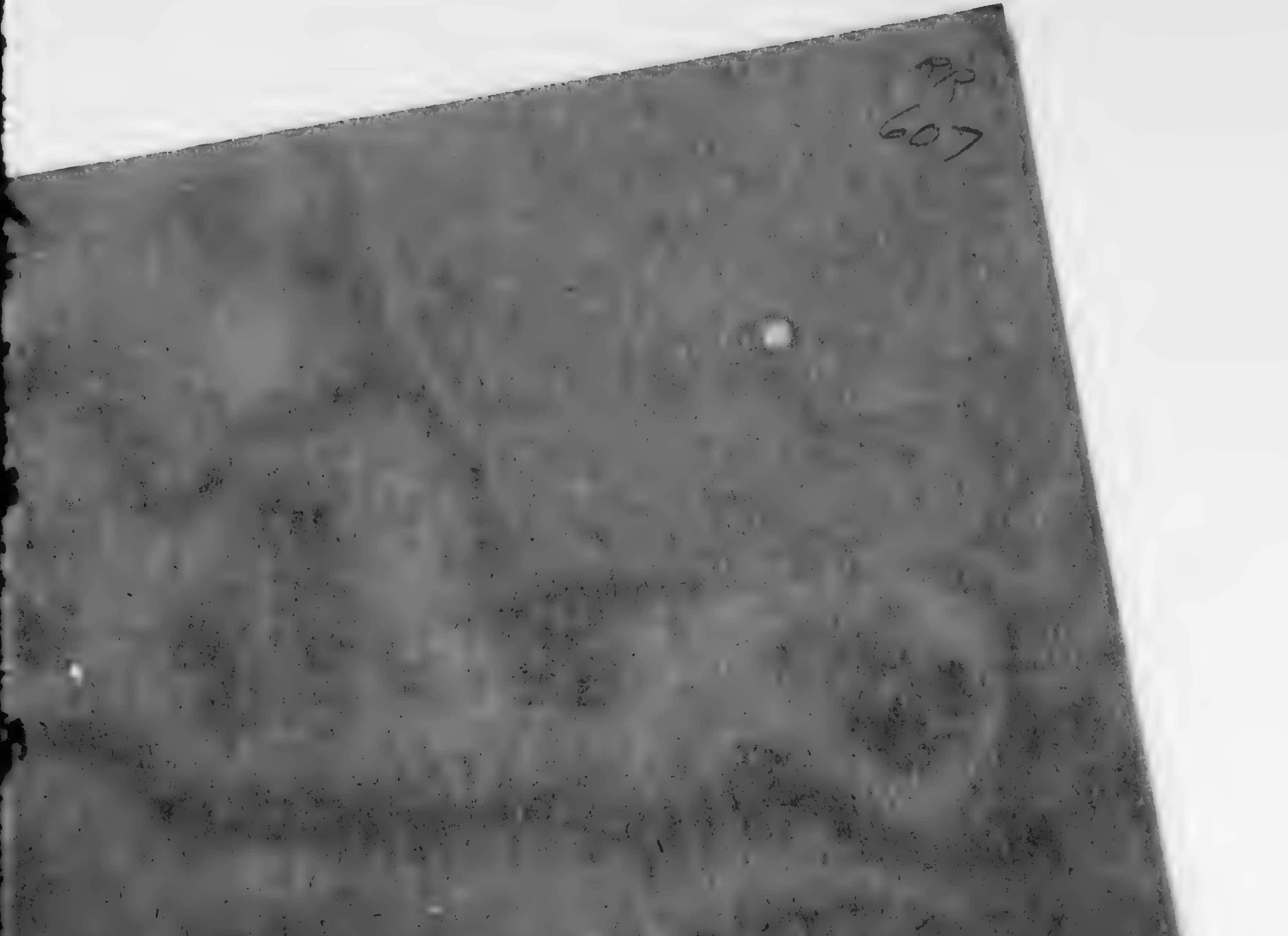
The section of US 26 paralleling the new location is carrying an average daily traffic count in excess of 5,000, which is much heavier during peak periods because of recreational facilities in the Mt. Hood area.

The eight-mile improvement will provide a modern, four-lane facility divided by a 16-foot median and with controlled access.

# # #

RECEIVED
JUN 15 1961
STATE HIGHWAY ENGINEER

F-152(8) Mud Hollow Rd.-Thornberry Sec., 1962
Sherman Hwy. (Grad., Pav. & Struct.)
#6194 [redacted]



PR
607

#6194

STATE COPY

Monthly transaction number 6-195	Fo PR-2A (5-31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Sherman
Project report number 12	(PPM 21-7) 6-18-65	Project number F-152(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 4, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 943,654.76

Revised Federal funds $ 596,843.33

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of June, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ~~XXX~~ A. W. Parsons
(Division Engineer)

By
Asst. State Highway Engineer
(Title)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

By ______
______
(Title)

By ______
______
(Title)

Monthly transaction number RECEIVED JUL 1 - 1963	Form 2A (5-31 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number FOR FILING	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 6-28-63	County **Sherman** Project number **F-152(8)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **January 4**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project $ **937,521.00**

Revised Federal funds $ **590,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **28** day of **June**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd B. Shaw

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
Division Engineer

L R Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-152(8)

MUD HOLLOW ROAD-THORNBERRY SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, May 29, 1963

Type Code 6201
Roadway (Sta. 107+00 to Sta. 245+00 = 268+12)(Contract 6194)

Clearing and Grubbing	All	Required		$ 25,500.00
Drainage Excavation, Unclassified	780	cu.yds.	$ 3.00	2,340.00
General Excavation, Unclassified	331,000	cu.yds.	0.65	215,150.00
Extra for Selected Subgrade Material	29,400	cu.yds.	0.30	8,820.00
Extra for Rock Slope Protection Material	4,500	cu.yds.	1.00	4,500.00
Short Overhaul	713,400	yd.sta.	0.01	7,134.00
Long Overhaul	18,000	C-yd.sta.	0.35	6,300.00
Finishing Roadbed and Slopes	2.43	miles	1,000.00	2,430.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Loose Riprap	2,730	cu.yds.	2.50	6,825.00
18-inch Corrugated Steel Pipe	35	lin.ft.	4.00	140.00
24-inch Corrugated Steel Pipe	60	lin.ft.	6.55	393.00
30-inch Corrugated Steel Pipe	130	lin.ft.	8.00	1,040.00
18-inch Corrugated Metal Pipe	240	lin.ft.	4.00	960.00
18-inch Concrete Pipe	50	lin.ft.	6.00	300.00
18-inch Culvert Pipe	280	lin.ft.	4.00	1,120.00
18-inch Culvert End Sections	14	only	42.00	588.00
8-inch Perforated Metal Drain Pipe	1,880	lin.ft.	2.15	4,042.00
Special Backfill in Drains	530	cu.yds.	6.00	3,180.00
Class "A" Concrete in Box Culverts	180	cu.yds.	68.00	12,240.00
Metal Reinforcement in Box Culverts	32,000	lbs.	0.14	4,480.00
Metal Guard Rail	12,000	lin.ft.	2.37	28,440.00
Guide Posts, PW-1	140	only	7.50	1,050.00
Coarse Crushed Material in Base	27,600	tons	1.83	50,508.00
3/4"-0 Material in Base	7,700	tons	2.17	16,709.00
Sprinkling	670	M-gals.	2.80	1,876.00
Preparation of Base	2.43	miles	350.00	850.50
3/4"-0 Material in Binder Course	300	cu.yds.	4.40	1,320.00
RC-250 Asphalt	45	tons	50.00	2,250.00
Asphaltic Concrete Mixture	9,200	tons	5.65	51,980.00
Asphalt in Mixture	510	tons	32.00	16,320.00

Retaining Walls

Shoring, Cribbing, etc.	All Required		$ 7,000.00
Structural Excavation	140 cu.yds.	$ 8.00	1,120.00
Structural Excavation Below Elevation Shown	20 cu.yds.	15.00	300.00
Class "A" Concrete (129 cu.yds.)	All Required		9,000.00
Metal Reinforcement (16,900 lbs.)	All Required		2,700.00
			$ 500,655.50
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Signing (Temporary)	All Required		200.00
Seeding and Mulching	All Required		3,100.00
Adjust Private Telephone Line	All Required		100.00
			$ 4,400.00

Utilities

Work by Pacific Northwest Bell Tel.Co.	All Required	$ 865.00
	Subtotal	$ 505,920.50
	10% Engr. & Cont.	50,591.50
	Total	$ 556,512.00

Type Code X020
Bridge on Mud Hollow Road (Br. #8892)(Sta. 124+50)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	1,000 cu.yds.	$ 8.00	8,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	15.00	1,500.00
Class "A" Concrete (272 cu.yds.)	All Required		21,600.00
Metal Reinforcement (43,700 lbs.)	All Required		6,100.00
8-inch Metal Drain Pipe	40 lin.ft.	5.00	200.00
			$ 38,400.00

Type Code X021
Spanish Hollow Creek (Br. #8893)(Sta. 133+60 to Sta. 135+10)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	320 cu.yds.	$ 8.00	2,560.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Class "A" Concrete (290 cu.yds.)	All Required		21,600.00

Metal Reinforcement (82,500 lbs.)	All Required		$ 11,500.00
8-inch Metal Drain Pipe	35 lin.ft.	$ 5.00	175.00
			$ 37,285.00

Type Code X921
Spanish Hollow Creek (Br. #8894)(Sta. 139+52.50 to Sta. 141+17.50)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	320 cu.yds.	$ 8.00	2,560.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Class "A" Concrete (408 cu.yds.)	All Required		30,600.00
Metal Reinforcement (110,500 lbs.)	All Required		14,900.00
8-inch Metal Drain Pipe	70 lin.ft.	5.00	350.00
			$ 49,860.00

Type Code X321
Spanish Hollow R.R. O'Xing (Br. #8895)(Sta. 171+74 to Sta. 175+10)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	550 cu.yds.	$ 8.00	4,400.00
Structural Excavation Below Elevation Shown	60 cu.yds.	15.00	900.00
Furnish 10" BP 42# Steel Piling	250 lin.ft.	5.00	1,250.00
Drive Steel Piles	5 only	100.00	500.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (700 cu.yds.)	All Required		50,000.00
40' to 45' Type III Prestressed Beams	8 only	650.00	5,200.00
50' to 55' Type III Prestressed Beams	8 only	875.00	7,000.00
70' to 75' Type III Prestressed Beams	6 only	1,235.00	7,410.00
75' to 80' Type III Prestressed Beams	6 only	1,300.00	7,800.00
Metal Reinforcement (132,000 lbs.)	All Required		17,200.00
Metal Parapet Railing	672 lin.ft.	4.50	3,024.00
8-inch Metal Drain Pipe	40 lin.ft.	5.00	200.00
			$ 114,934.00

Type Code X321
Spanish Hollow R.R. O'Xing (Br. #8896)(Sta. 179+48 to Sta. 182+00)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 9,600.00
Structural Excavation	480 cu.yds.	$ 8.00	3,840.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Furnish 10" BP 42# Steel Piling	150 lin.ft.	5.00	750.00
Drive Steel Piles	6 only	100.00	600.00
Splice Steel Piles	1 only	50.00	50.00

Class "A" Concrete (574 cu.yds.)	All Required		$ 40,200.00
50' to 55' Type III Prestressed Beams	8 only	$ 875.00	7,000.00
75' to 80' Type III Prestressed Beams	18 only	1,300.00	23,400.00
Metal Reinforcement (110,300 lbs.)	All Required		14,200.00
Metal Parapet Railing	664 lin.ft.	4.50	2,988.00
8-inch Metal Drain Pipe	60 lin.ft.	5.00	300.00
			$ 103,078.00
Work by Union Pacific R.R. Co.	All Required		$ 2,215.00
	Subtotal		$ 346,372.00
	10% Engr. & Cont.		34,637.00
	Total		$ 381,009.00

Length of Roadway - - - - - - - - - - - - - - - -2.434 miles
Length of 5 Structures- - - - - - - - - - - - - -0.180 miles
Total Length - - - - - - - - - - - - - - - - - -2.614 miles
Cost of Roadway per Mile- - - - - - - - - - - - -$228,640.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 556,512.00	$ 350,500.00	$ 206,012.00
Structures	381,009.00	239,500.00	141,509.00
	$ 937,521.00	$ 590,000.00	$ 347,521.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

MUD HOLLOW ROAD-[illegible] SECTION

PROJECT NO. F-152(8)

Estimated Cost of Work by Union Pacific Railroad Company.

1st Spanish Hollow O'Xing (Br. #8895)

Remove and Relocate Communication Line	$ 330.00
Remove and Rearrange Right of Way Fence	205.00
Install approx. 165 lin.ft. Double Inside Guard Rail	695.00
	$1,230.00

2nd Spanish Hollow O'Xing (Br. #8896)

Remove and Relocate Communication Line	$ 330.00
Remove and Rearrange Right of Way Fence	205.00
Install approx. 160 lin.ft. Single Inside Guard Rail	320.00
	$ 855.00

Grading and Paving Operations

Install two standard reflectorized crossbucks for Mud Hollow County Road Grade Crossing	$ 130.00
Total	$2,215.00

RED HOLLOW ROAD-[illegible] SECTION

PROJECT NO. F-152(8)

Estimated Cost of Work by the Pacific Northwest Bell Telephone Company.

Sta. 373+00 and Sta. 182+00

Labor	$450.00	
Material	265.00	
Equipment	70.00	
Construction Overhead	155.00	
Salvage Credit	-75.00	Credit
	$865.00	

Contract 6194

State

Fo Approved; Budget Bureau No. 41-R2089

RECEIVED
JAN 8 1963
FOR FILING

MONTHLY TRANSACTION NO. 8-27	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT REPORT NO. F-152(8) 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Sherman**
		PROJECT NO. **F-152(8)**

6194

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97 2 Mi. S. of Biggs, S. 2.6 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-62	2.614
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 935,084.00	$ 588,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Asst State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer January 4, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid
Project No. F-152(8)

Oregon State Highway Department

MUD HOLLOW ROAD-THORNBERRY SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 6, 1962

Type Code 6201
Roadway (Sta. 107+00 to Sta. 245+00 - 268+12)(Contract 6194)

Clearing and Grubbing	All	Required		$ 25,500.00
Drainage Excavation, Unclass.	780	cu.yd.	$ 3.00	2,340.00
General Excavation, Unclass.	331,000	cu.yd.	0.65	215,150.00
Extra for Selected Subgrade Material	29,400	cu.yd.	0.30	8,820.00
Extra for Rock Slope Protection Material	4,500	cu.yd.	1.00	4,500.00
Short Overhaul	713,400	yd.sta.	0.01	7,134.00
Long Overhaul	18,000	C-yd.sta.	0.35	6,300.00
Finishing Roadbed and Slopes	2.43	mile	1000.00	2,430.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Loose Riprap	2,730	cu.yd.	2.50	6,825.00
18-inch Corrugated Steel Pipe	35	lin.ft.	4.00	140.00
24-inch Corrugated Steel Pipe	60	lin.ft.	6.55	393.00
30-inch Corrugated Steel Pipe	130	lin.ft.	8.00	1,040.00
18-inch Corrugated Metal Pipe	240	lin.ft.	4.00	960.00
18-inch Concrete Pipe	50	lin.ft.	6.00	300.00
18-inch Culvert Pipe	280	lin.ft.	4.00	1,120.00
18-inch Culvert End Sections	14	only	42.00	588.00
8-inch Perforated Metal Drain Pipe	1,880	lin.ft.	2.15	4,042.00
Special Backfill in Drains	530	cu.yd.	6.00	3,180.00
Class "A" Concrete in Box Culverts	180	cu.yd.	68.00	12,240.00
Metal Reinforcement in Box Culverts	32,000	lb.	0.14	4,480.00
Metal Guard Rail	12,000	lin.ft.	2.37	28,440.00
Guide Posts, PW-1	140	only	7.50	1,050.00
Coarse Crushed Material in Base	27,600	ton	1.83	50,508.00
3/4" - 0 Material in Base	7,700	ton	2.17	16,709.00
Sprinkling	670	M-gal.	2.80	1,876.00
Preparation of Base	2.43	mile	350.00	850.50
3/4" - 0 Material in Binder Course	300	cu.yd.	4.40	1,320.00
RC-250 Asphalt	45	ton	50.00	2,250.00
Asphaltic Concrete Mixture	9,200	ton	5.65	51,980.00
Asphalt in Mixture	510	ton	32.00	16,320.00

Retaining Walls

Shoring, Cribbing, etc.	All	Required		7,000.00
Structural Excavation	140	cu.yd.	8.00	1,120.00
Structural Excavation below Elevation Shown	20	cu.yd.	15.00	300.00

Class "A" Concrete (129 cu.yd.)	All Required		$ 9,000.00
Metal Reinforcement (16,900 lb.)	All Required		2,700.00
			$500,655.50

Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Signing (Temporary)	All Required		200.00
Seeding and Mulching	All Required		3,100.00
Adjust Private Telephone Line	All Required		100.00
			$ 4,400.00

Utilities

Work by Pacific Northwest Bell Tel. Co.	All Required		$ 865.00
	Subtotal		$505,920.50
	10% Engr. & Cont.		50,591.50
	Total		$556,512.00

Type Code X020
Bridge on Mud Hollow Road (Br. #8892)(Sta. 124+50)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	1,000 cu.yd.	$ 8.00	8,000.00
Structural Excavation below Elevation Shown	100 cu.yd.	15.00	1,500.00
Class "A" Concrete (272 cu.yd.)	All Required		21,600.00
Metal Reinforcement (43,700 lb.)	All Required		6,100.00
8-inch Metal Drain Pipe	40 lin.ft.	5.00	200.00
			$ 38,400.00

Type Code X021
Spanish Hollow Creek (Br. #8893)(Sta. 133+80 to Sta. 135+10)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	320 cu.yd.	$ 8.00	2,560.00
Structural Excavation below Elevation Shown	30 cu.yd.	15.00	450.00
Class "A" Concrete (290 cu.yd.)	All Required		21,600.00
Metal Reinforcement (82,500 lb.)	All Required		11,500.00
8-inch Metal Drain Pipe	35 lin.ft.	5.00	175.00
			$ 37,285.00

Type Code X021
Spanish Hollow Creek (Br. #8894)(Sta. 139+52.50 to Sta. 141+17.50)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	320 cu.yd.	$ 8.00	2,560.00

Structural Excavation below Elevation Shown	30 cu.yd.	$ 15.00	$ 450.00
Class "A" Concrete (408 cu.yd.)	All Required		30,600.00
Metal Reinforcement (110,500 lb.)	All Required		14,900.00
8-inch Metal Drain Pipe	70 lin.ft.	5.00	350.00
			$ 49,860.00

Type Code X381
Spanish Hollow RR O'xing (Br. #8895)(Sta. 171+74 to Sta. 175+10)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	550 cu.yd.	$ 8.00	4,400.00
Structural Excavation below Elevation Shown	60 cu.yd.	15.00	900.00
Furnish 10" BP 42# Steel Piling	250 lin.ft.	5.00	1,250.00
Drive Steel Piles	5 only	100.00	500.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (700 cu.yd.)	All Required		50,000.00
40' to 45' Type III Prestressed Beams	8 only	650.00	5,200.00
50' to 55' Type III Prestressed Beams	8 only	875.00	7,000.00
70' to 75' Type III Prestressed Beams	6 only	1235.00	7,410.00
75' to 80' Type III Prestressed Beams	6 only	1300.00	7,800.00
Metal Reinforcement (132,000 lb.)	All Required		17,200.00
Metal Parapet Railing	672 lin.ft.	4.50	3,024.00
8-inch Metal Drain Pipe	40 lin.ft.	5.00	200.00
			$114,934.00

Type Code X381
Spanish Hollow RR O'xing (Br. #8896)(Sta. 179+48 to Sta. 182+80)(Contract 6194)

Shoring, Cribbing, etc.	All Required		$ 9,600.00
Structural Excavation	480 cu.yd.	$ 8.00	3,840.00
Structural Excavation below Elevation Shown	50 cu.yd.	15.00	750.00
Furnish 10" BP 42# Steel Piling	150 lin.ft.	5.00	750.00
Drive Steel Piles	6 only	100.00	600.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (574 cu.yd.)	All Required		40,200.00
50' to 55' Type III Prestressed Beams	8 only	875.00	7,000.00
75' to 80' Type III Prestressed Beams	18 only	1300.00	23,400.00
Metal Reinforcement (110,300 lb.)	All Required		14,200.00
Metal Parapet Railing	664 lin.ft.	4.50	2,988.00
8-inch Metal Drain Pipe	60 lin.ft.	5.00	300.00
			$103,678.00

Subtotal	$344,157.00
10% Engr. & Cont.	34,415.00
Total	$378,572.00

Length of Roadway - - - - - -	2.434 Miles
Length of 5 Structures- - - -	0.180 Mile
Total Length- - - - - - - - -	2.614 Miles
Cost of Roadway Per Mile- - -	$228,640.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$556,512.00	$350,500.00	$206,012.00
Structures	378,572.00	238,000.00	140,572.00
	$935,084.00	$588,500.00	$346,584.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in P.S. & E. Status

Description	Total Cost	Federal Funds
U.P. Railroad Co.	$2,437.00	$1,500.00

MUD HOLLOW ROAD-THORNBERRY SECTION

PROJECT NO. F-152(8)

Estimated cost of work by Union Pacific Railroad Company.

1st Spanish Hollow O'xing (Br. #8895)

Remove and Relocate Communication Line	$ 330.00
Remove and Rearrange Right of Way Fence	205.00
Install approx. 165 lin.ft. Double Inside Guard Rail	695.00
	$1,230.00

2nd Spanish Hollow O'xing (Br. #8896)

Remove and Relocate Communication Line	$ 330.00
Remove and Rearrange Right of Way Fence	205.00
Install approx. 160 lin.ft. Single Inside Guard Rail	320.00
	$ 855.00

Grading and Paving Operations

Install Two Standard Reflectorized Crossbucks for Mud Hollow County Road Grade Crossing	$ 130.00
Total	$2,215.00

Estimated cost of work by the Pacific Northwest Bell Tel. Co.

Sta. 173+00 and Sta. 182+00

Labor	$ 450.00
Material	265.00
Equipment	70.00
Construction Overhead	155.00
Salvage Credit	-75.00 Cr.
	$ 865.00

[illegible] Prices [illegible] Pipe & [illegible] 8892-[illegible]-4-5-6

[illegible]		6 [illegible]
Overhead	= 100.00	= 100.00
Class A.A.	6.3 cu yd @ 77.00 = 485.10	7.8 cu yds @ 77.00 = 600.60
Mesh Reinf.	800 lbs @ 12¢ = 96.00	1000 lbs @ 12¢ = 120.00
Pre Wire	360 lbs @ 40¢ = 144.00	620 lbs @ 40¢ = 248.00
	825.10	1068.60

6" [illegible]		24 [illegible]
Overhead	= 100.00	= 100.00
Class A.A.	11 cu yds @ 82.00 = 902.00	11.4 cu yds @ 82.00 = 934.80
Mesh Reinf.	1120 lbs @ 12¢ = 134.40	1160 lbs. @ 12¢ = 139.20
Pre Wire	1160 lbs @ 40¢ = 464.00	1270 lbs. @ 40¢ = 508.00
	1600.40	1680.00

Oregon State Highway Department

Federal Aid
Project No. F-152(8)

MUD HOLLOW ROAD-THORNBERRY SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.

Salem, Oregon, November 2, 1962

Type Code 6201
Roadway (Sta. 107+00 to Sta. 245+00 = 368+12)

Clearing and Grubbing	All	Required		$ 6,000.00
Drainage Excavation, Unclassified	780	cu.yd.	$ 3.00	2,340.00
General Excavation, Unclassified	331,000	cu.yd.	0.80	264,800.00
Extra for Selected Subgrade Material	29,400	cu.yd.	0.15	4,410.00
Extra for Rock Slope Protection Material	4,500	cu.yd.	0.50	2,250.00
Short Overhaul	713,400	yd.Sta.	0.01	7,134.00
Long Overhaul	18,000	C-yd.Sta.	0.35	6,300.00
Finishing Roadbed and Slopes	2.43	miles	1,200.00	2,916.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Loose Riprap	2,730	cu.yd.	3.50	9,555.00
18-inch Corrugated Steel Pipe	35	lin.ft.	5.00	175.00
24-inch Corrugated Steel Pipe	60	lin.ft.	7.50	450.00
30-inch Corrugated Steel Pipe	130	lin.ft.	10.00	1,300.00
18-inch Corrugated Metal Pipe	240	lin.ft.	5.00	1,200.00
18-inch Concrete Pipe	50	lin.ft.	4.50	225.00
18-inch Culvert Pipe	280	lin.ft.	4.50	1,260.00
18-inch Culvert End Sections	14	only	45.00	630.00
8-inch Perforated Metal Drain Pipe	1,880	lin.ft.	2.50	4,700.00
Special Backfill in Drains	530	cu.yd.	6.00	3,180.00
Class "A" Concrete in Box Culverts	180	cu.yd.	50.00	9,000.00
Metal Reinforcement in Box Culverts	32,000	lb.	0.14	4,480.00
Metal Guard Rail	12,000	lin.ft.	2.50	30,000.00
Guide Posts, PM-1	140	only	7.50	1,050.00
Coarse Crushed Material in Base	27,600	tons	1.00	27,600.00
3/4" - 0 Material in Base	7,700	tons	1.10	8,470.00
Sprinkling	670	M-gal.	2.50	1,675.00
Preparation of Base	2.43	miles	400.00	972.00
3/4" - 0 Material in Binder Course	300	cu.yd.	3.75	1,125.00
RC-250 Asphalt	45	tons	44.00	1,980.00
Asphaltic Concrete Mixture	9,200	tons	4.85	44,620.00
Asphalt in Mixture	510	tons	30.00	15,300.00

Retaining Walls

Shoring, Cribbing, etc.	All	Required		1,000.00
Structural Excavation	140	cu.yd.	6.00	840.00

Structural Excavation Below Elevation Shown	20 cu.yd.	$ 12.00	$ 240.00
Class "A" Concrete (129 cu.yd. at $65)	All Required		8,385.00
Metal Reinforcement (16,900 lb. at $0.15)	All Required		2,535.00
			$ 479,847.00
Flagging (57½% of Contractors Cost)	All Required		$ 1,000.00
Signing (Temporary)	All Required		200.00
Seeding and Mulching	All Required		3,100.00
Adjust Private Telephone Line	All Required		100.00
			$ 4,400.00

Utilities

Work by Northwest Bell Tel Co.	All Required		$ 1,000.00
Work by Western Union Tel.	All Required		100.00
			$ 1,100.00
	Subtotal		$ 485,347.00
	10% Engr. & Cont.		48,534.00
	Total		$ 533,881.00

Type Code X020
Bridge on Mud Hollow Road (Br #8892)(Sta 124+50)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	1,000 cu.yd.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Class "A" Concrete (272 cu.yd. at $78.00)	All Required		21,216.00
Metal Reinforcement (43,700 lbs. at $0.135)	All Required		5,899.50
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$ 35,275.50

Type Code X021
Spanish Hollow Creek (Br. #8893)(Sta. 133+80 to Sta. 135+10)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	320 cu.yd.	$ 6.00	1,920.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00

Class "A" Concrete (290 cu.yd.at $78)	All Required		$ 22,620.00
Metal Reinforcement (82,500 lb. at $0.135)	All Required		11,137.50
8-inch Metal Drain Pipe	35 lin.ft.	$ 4.00	140.00
			$ 39,117.50

Type Code X021
Spanish Hollow Creek (Br. #8894)(Sta. 139+52.50 to Sta. 141+17.50)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	320 cu.yd.	$ 6.00	1,920.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (408 cu.yd. at $78)	All Required		31,824.00
Metal Reinforcement (110,500 lb. at $0.135)	All Required		14,917.50
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$ 52,241.50

Type Code X381
Spanish Hollow R.R. O'Xing (Br. #8895)(Sta. 171+74 to Sta. 175+10)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	550 cu.yd.	$ 6.00	3,300.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish 10" BP 42# Steel Piling	250 lin.ft.	5.00	1,250.00
Drive Steel Piles	5 only	125.00	625.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (700 cu.yd. at $68)	All Required		47,600.00
40' to 45' Type III Prestressed Beams	8 only	750.00	6,000.00
50' to 55' Type III Prestressed Beams	8 only	975.00	7,800.00
70' to 75' Type III Prestressed Beams	6 only	1,450.00	8,700.00
75' to 80' Type III Prestressed Beams	6 only	1,550.00	9,300.00
Metal Reinforcement (132,000 lb. at $0.135)	All Required		17,820.00
Metal Parapet Railing	672 lin.ft.	6.00	4,032.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$ 111,237.00

Type Code X381
Spanish Hollow R.R. O'Xing (Br. #8896)(Sta. 179+48 to Sta. 182+80)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	480 cu.yd.	$ 6.00	2,880.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10" BP 42# Steel Piling	150 lin.ft.	5.00	750.00
Drive Steel Piles	6 only	125.00	750.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (574 cu.yd. at $78)	All Required		44,772.00
50' to 55' Type III Prestressed Beams	8 only	975.00	7,800.00
75' to 80' Type III Prestressed Beams	18 only	1,550.00	27,900.00
Metal Reinforcement (110,300 lbs. at $0.135)	All Required		14,890.50
Metal Parapet Railing	664 lin.ft.	6.00	3,984.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$ 107,516.50
Work by Union Pacific R.R. Co.	All Required		$ 2,215.00
	Subtotal		$ 362,198.00
	10% Engr. & Cont.		36,219.00
	Total		$ 398,417.00

Length of Roadway- - - - - - - - - - - - - - -2.434 miles
Length of 5 Structures - - - - - - - - - - - -0.180 miles
Total Length - - - - - - - - - - - - - - - -2.614 miles
Cost of Roadway per Mile - - - - - - - - - -$219,343.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 533,881.00	$ 336,000.00	$ 197,881.00
Structures	399,341.00	251,000.00	148,341.00
	$ 933,222.00	$ 587,000.00	$ 346,222.00

MUD HOLLOW ROAD-THORNBERRY SECTION

PROJECT NO. F-152(8)

Estimated cost of work by Union Pacific Railroad Company.

1st. Spanish Hollow O'Xing (Dr. #8895)

Remove and Relocate Communication Line	$ 330.00
Remove and Rearrange Right of Way Fence	205.00
Install approx. 165 lin.ft. Double Inside Guard Rail	695.00
	$ 1,230.00

2nd Spanish Hollow O'Xing (Dr. #8896)

Remove and Relocate Communication Line	$ 330.00
Remove and Rearrange Right of Way Fence	205.00
Install approx. 160 lin.ft. Single Inside Guard Rail	320.00
	$ 855.00

Grading and Paving Operations

Install two Standard Reflectorized Crossbucks for Mud Hollow County Road Grade Crossing	$ 130.00
Total	$ 2,215.00

MUD HOLLOW ROAD-THORNBERRY SECTION

PROJECT NO. R-152(8)

Prestressed Beam Quantities

40' to 45' Beams

Overhead	$	100.00
Class "AA" Concrete 6.3 cu.yd. at $77.00		485.10
Metal Reinforcement, 800 lbs. at $0.12		96.00
Prestress Steel, 360 lbs. at $0.40		144.00
	$	825.10

50' to 55' Beams

Overhead	$	100.00
Class "AA" Concrete, 7.8 cu.yd. at $77.00		600.60
Metal Reinforcement, 1,000 lbs. at $0.12		120.00
Prestress Steel, 620 lbs. at $0.40		248.00
	$	1,068.60

70' to 75' Beams

Overhead	$	100.00
Class "AA" Concrete, 11 cu.yd. at $82.00		902.00
Metal Reinforcement, 1120 lbs. at $0.12		134.40
Prestress Steel, 1160 lbs. at $0.40		464.00
	$	1,600.40

75' to 80' Beams

Overhead	$	100.00
Class "AA" Concrete, 11.4 cu.yd. at $82.00		934.80
Metal Reinforcement, 1160 lbs. at $0.12		139.20
Prestress Steel, 1270 lbs. at $0.40		508.00
	$	1,680.00

Oregon State Highway Department

Federal Aid
Project No. F-152(8)

MUD HOLLOW ROAD-THORNBERRY SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 21, 1962

Type Code 6201
Roadway (Sta. 107+00 to Sta. 245+00=268+12)

Clearing and Grubbing	All	Required		$ 6,000.00
Drainage Excavation, Unclassified	780	cu.yds.	$ 3.00	2,340.00
General Excavation, Unclassified	331,000	cu.yds.	0.80	264,800.00
Extra For Selected Subgrade Material	29,400	cu.yds.	0.15	4,410.00
Extra For Rock Slope Protection Material	4,500	cu.yds.	0.50	2,250.00
Short Overhaul	713,400	yd.sta.	0.01	7,134.00
Long Overhaul	18,000	C-yd.sta.	0.35	6,300.00
Finishing Roadbed and Slopes	2.43	miles	1,200.00	2,916.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Loose Riprap	2,730	cu.yds.	3.50	9.555.00
18-Inch Corrugated Steel Pipe	35	lin.ft.	5.00	175.00
24-Inch Corrugated Steel Pipe	60	lin.ft.	7.50	450.00
30-Inch Corrugated Steel Pipe	130	lin.ft.	10.00	1,300.00
18-Inch Corrugated Metal Pipe	240	lin.ft.	5.00	1,200.00
18-Inch Concrete Pipe	50	lin.ft.	4.50	225.00
18-Inch Culvert Pipe	280	lin.ft.	4.50	1,260.00
18-Inch Culvert End Sections	14	only	45.00	630.00
8-Inch Perforated Metal Drain Pipe	1,880	lin.ft.	2.50	4,700.00
Special Backfill in Drains	530	cu.yds.	6.00	3,180.00
Class "A" Concrete in Box Culverts	180	cu.yds.	50.00	9,000.00
Metal Reinforcement in Box Culverts	32,000	lbs.	0.14	4,480.00
Metal Guard Rail	12,000	lin.ft.	2.50	30,000.00
Guide Posts, PW-1	140	only	7.50	1,050.00
Coarse Crushed Material in Base	27,600	tons	1.00	27,600.00
3/4"-0 Material in Base	7,700	tons	1.10	8,470.00
Sprinkling	670	M-gals.	2.50	1,675.00
Preparation of Base	2.43	miles	400.00	972.00
3/4" - 0 Material in Binder Course	300	cu.yds.	3.75	1,125.00
20-250 Asphalt	45	tons	44.00	1,980.00
Asphaltic Concrete Mixture	9,200	tons	4.85	44,620.00
Asphalt in Mixture	510	tons	30.00	15,300.00
Retaining Walls				
Shoring, Cribbing, Etc.	All	Required		1,000.00
Structural Excavation	80	cu.yds.	6.00	480.00
Structural Excavation Below Elevation shown	10	cu.yds.	12.00	120.00

Class "A" Concrete (58 cu.yds. at $65.00)	All Required		$ 3,770.00
Metal Reinforcement (7,400 lbs. at $0.15)	All Required		1,110.00
			$ 473,327.00
Flagging (57½% of Contractors Cost)	All Required		1,000.00
Signing (Temporary)	All Required		200.00
Seeding and Mulching	All Required		3,100.00
Adjust Private Telephone Line	All Required		100.00
			$ 4,400.00
Utilities			
Work by Northwest Bell Tel. Co.	All Required		1,000.00
Work by Western Union Tel.	All Required		100.00
			$ 1,100.00
	Subtotal		$478,827.00
	10% Engr. & Cont.		47,882.00
	Total		$526,709.00

Type Code X020

Bridge on Mud Hollow Road (Br. #8892)(Sta. 124+50)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	1,000 cu.yds.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Class "A" Concrete (272 cu.yds. at $78.00)	All Required		21,216.00
Metal Reinforcement (43,700 lbs. at $0.135)	All Required		5,899.50
8-Inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$ 35,275.50

Type Code X021

Spanish Hollow Creek (Br. #8893)(Sta. 133+80 to Sta. 135+10)

Shoring, Cribbing, Etc.	All Required		$ 3,000.00
Structural Excavation	320 cu.yds.	6.00	1,920.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (290 cu.yds. at $78.00)	All Required		22,620.00
Metal Reinforcement (82,500 lbs. at $0.135)	All Required		11,137.50
8-Inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
			$ 39,117.50

Type Code X021
Spanish Hollow Creek (Br. #8894)(Sta. 139+52.50 to Sta. 141+17.50)

Shoring, Cribbing, Etc.	All Required		$ 3,000.00
Structural Excavation	320 cu.yds.	$ 6.00	1,920.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (408 cu.yds. at $78.00)	All Required		31,824.00
Metal Reinforcement (110,500 lbs. at $0.135)	All Required		14,917.50
8-Inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$ 52,241.50

Type Code X381
Spanish Hollow RR O'Xing (Br. #8895)(Sta. 171+74 to Sta. 175+10)

Shoring, Cribbing, Et.	All Required		$ 4,000.00
Structural Excavation	550 cu.yds.	$ 6.00	3,300.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish 10" BP 42# Steel Piling	250 lin.ft.	5.00	1,250.00
Drive Steel Piles	5 only	125.00	625.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (700 cu.yds. at $68.00)	All Required		47,600.00
40' to 45' Type III Prestressed Beams	8 only	750.00	6,000.00
50' to 55' Type III Prestressed Beams	8 only	975.00	7,800.00
70' to 75' Type III Prestressed Beams	6 only	1,450.00	8,700.00
75' to 80' Type III Prestressed Beams	6 only	1,550.00	9,300.00
Metal Reinforcement (132,000 lbs. at $0.135)	All Required		17,820.00
Metal Parapet Railing	672 lin.ft.	6.00	4,032.00
8-Inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$111,237.00

Type Code X381
Spanish Hollow RR O'Xing (Br. #8896)(Sta. 179+48 to Sta. 182+80)

Shoring, Cribbing, Etc.	All Required		$ 3,000.00
Structural Excavation	480 cu.yds.	$ 6.00	2,880.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish 10" BP 42# Steel Piling	150 lin.ft.	5.00	750.00
Drive Steel Piles	6 only	125.00	750.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (574 cu.yds. at $78.00)	All Required		44,772.00
50' to 55' Type III Prestressed Beams	8 only	975.00	7,800.00
75' to 80' Type III Prestressed Beams	18 only	1,550.00	27,900.00
Metal Reinforcement (110,300 lbs. at $0.135)	All Required		14,890.50
Metal Parapet Railing	664 lin.ft.	6.00	3,984.00
8-Inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$107,516.50

Work by Union Pacific RR Co.	All Required	$17,650.00
	Subtotal	$363,038.00
	10% Engr. & Cont.	36,303.00
	Total	$399,341.00

Length of Roadways - - - - - - - - - - - - - - 2.434 Miles
Length of 5 Structures - - - - - - - - - - - - 0.180 Miles
Total Length - - - - - - - - - - - - - - - - 2.614 Miles
Cost of Roadway Per Mile - - - - - - - - - - $216,396.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$526,709.00	$331,000.00	$195,709.00
Structures	399,341.00	251,000.00	148,341.00
	$926,050.00	$582,000.00	$344,050.00

Mud Hollow Road-Thornberry Section

Project No. F-152(8)

Prestressed Beam Quantities

40' to 45' Beams

Overhead			$ 100.00
Class "AA" Concrete	6.3 cu.yds.	$77.00	485.10
Metal Reinforcement	800 lbs.	0.12	96.00
Prestress Steel	360 lbs.	0.40	144.00
			$ 825.10

50' to 55' Beams

Overhead			$ 100.00
Class "AA" Concrete	7.8	$77.00	600.60
Metal Reinforcement	1,000 lbs.	0.12	120.00
Prestress Steel	620 lbs.	0.40	248.00
			$1,068.60

70' to 75' Beams

Overhead			$ 100.00
Class "AA" Concrete	11 cu. yds.	$82.00	902.00
Metal Reinforcement	1,120 lbs.	0.12	134.40
Prestress Steel	1,160	0.40	464.00
			$1,600.40

75' to 80' Beams

Overhead			$ 100.00
Class "AA" Concrete	114 cu.yds.	$82.00	934.80
Metal Reinforcement	1,160 lbs.	0.12	139.20
Prestress Steel	1,270 lbs.	0.40	508.00
			$1,680.00

RECEIVED
DEC 21 1964

FORM 2-30X—50M—10-62 46023

FOR FILING

1112(5)

6177

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1964

SUBJECT: Mud Hollow Road-Thornberry Section
Contract No. 6194

To: Mr. L. H. Young
Office Engineer
Building

Our invoice No. 82770 in the amount of $3,366.02 covering an overpayment on the subject contract was mailed to S. W. Groesbeck and W. R. Durbin Construction Company on October 5, 1964.

On December 17, 1964, a check from Groesbeck-Durbin, Inc. in the amount of $3,366.02 was received.

C. H. Maison
Controller

CHM:jc

cc: R. L. Porter
Legal Division
J. G. Herr

RECEIVED
OCT 6 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F-[illegible]

6194

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 5, 1964

S. W. Groesbeck and
W. R. Durbin Construction Company
P. O. Box 646
Eugene, Oregon

Gentlemen:

An audit of the final records on the Mud Hollow Road-Thornberry Section of the Sherman Highway, State Highway Contract No. 6194, disclosed an overpayment to your company in the amount of $3,366.02.

A post final estimate in the amount of $9,192.27 was paid to you on our warrant No. 479726 dated July 17, 1964. This payment included reimbursement in the amount of $8,438.68 for additional quantities for structures and retaining walls. In computing the unit price for these items, which were bid on a lump sum basis, the revision letter increasing quantities was overlooked.

ADJUSTMENT BASED ON ORIGINAL ESTIMATED QUANTITIES:

Item #35-A	Class "A" Concrete	51.02 CY	at $125.00	= $6,377.50	
Item #36-A	Metal Reinforcement	9,468 lb.	at 0.2177	= 2,061.18	
					$8,438.68

ADJUSTMENT BASED ON REVISED ESTIMATE QUANTITIES:

Item #35-A	Class "A" Concrete	51.02 CY	at $ 69.77	= $3,559.67	
Item #36-A	Metal Reinforcement	9,468 lb.	at 0.1598	= 1,512.99	
			Total		5,072.66
			Overpayment		$3,366.02

We are enclosing our invoice No. 82770 in the amount of $3,366.02. Will you kindly mail us your check in this amount so that the records on this project can be closed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

cc: General Files
Legal Division
L. H. Young
J. G. Herr

RECEIVED
OCT 5 - 1964

6194

Salem, Oregon
October 2, 1964

Overpayment, Contract
No. 6194

Mr. C. H. Unison
Controller

OFFICE

An audit of records on Contract No. 6194, Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County has disclosed an overpayment of $3,366.02. S. W. Crossbeck and W. R. Durbin Construction Co. were prime contractors.

Estimate No. 11-Postfinal was issued to pay additional quantities for structures and retaining walls, which were sublet to Gannon Bros. Co. In computing the unit price for adjustment of concrete and reinforcing steel in retaining walls, bid on lump sum basis, the revision letter increasing quantities was overlooked.

ADJUSTMENT BASED ON ORIGINAL ESTIMATED QUANTITIES:

Item #35-A	Class "A" Concrete	51.02 CY at $125.00 =	$6,377.50	
Item #36-A	Metal Reinforcement	9,468 lb. at 0.2177 =	2,061.18	
		Total		$8,438.68

ADJUSTMENT BASED ON REVISED ESTIMATED QUANTITIES:

Item #35-A	Class "A" Concrete	51.02 CY at $ 69.77 =	$3,559.67	
Item #36-A	Metal Reinforcement	9,468 lb. at 0.1598 =	1,512.99	
		Total		$5,072.66
		Overpayment		$3,366.02

Will you please prepare the necessary billing or vouchers to collect this overpayment.

L. H. Young
Office Engineer

DBP:lt

cc: L. P. Shaw
C. C. Marchant
F. D. Morgan

RECEIVED
JUL 30 1964
FOR FILING

F-152(8)

6194

July 29, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Mud Hollow Road-Thornberry Section of the Sherman Highway, Contract No. 6194, Project No. F-152(8), in Sherman County, was completed June 23, 1964.

This work was authorized by Order for State Force Work No. 5 dated July 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[redacted]
cc: J. W. Nash

RECEIVED
MAY 19 1964
FOR FILING

F-153

6194

HUTCHINSON, SCHWAB & BURDICK
ATTORNEYS AT LAW
712 EXECUTIVE BUILDING
PORTLAND 4, OREGON
CAPITOL 6-2926

HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.

May 6, 1964

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Re: State Highway Contract No. 6194
S. W. Groesbeck & W.R. Durbin Construction Co.
Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County, Oregon

Enclosed is the original of a claim against the bond taken in connection with the above State Highway contract.

It is our understanding that an affidavit in connection with this claim was filed with you by Mr. Query, Secretary of the Oregon State Highway Commission, about April 15, 1964.

Would you kindly acknowledge receipt of the enclosure.

Very truly yours,

Denton G. Burdick, Jr. of
HUTCHINSON, SCHWAB & BURDICK

DGB:nm
Enclosure

cc: St. Paul Fire & Marine Ins. Co.
Pacific Department
200 Mills Bldg., 220 Montgomery St.
San Francisco 6, California

cc: Tromp & McKinley Agency
260 East 11th
Eugene, Oregon

cc: S.W. Groesbeck & W.R. Durbin Construction Co.
P.O. Box 646
Eugene, Oregon

cc: State of Oregon
State Highway Department
Salem 10, Oregon
Attn: Mr. Floyd Query, Sec.

cc: C & D Rental Corp.
4332 N.E. Royal Court
Portland 13, Oregon

cc: Valley-Cascade Truck & Parts
1024 N.E. 6th Avenue
Portland, Oregon
Attn: Mr. S.J. Coffey

NOTED ON CARD
dc

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

TO: STATE HIGHWAY DEPARTMENT, STATE OF OREGON

NOTICE HEREBY IS GIVEN that the undersigned, VALLEY-CASCADE TRUCK & PARTS, INC., has a claim for materials including parts and supplies furnished by it in the sum of FIVE THOUSAND TWO HUNDRED FOUR and 17/100 ($5,204.17) DOLLARS, against the bond taken from S. W. Groesbeck, an individual, and W. R. Durbin and D. A. Durbin, co-partners, doing business under the firm name and style of W. R. Durbin Construction Co., in a joint venture, as principal, and St. Paul Fire & Marine Insurance Company, as surety, for the work of grading, paving and structures on the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County, Oregon, State Highway Contract No. 6194.

DATED this 5th day of May, 1964.

VALLEY-CASCADE TRUCK & PARTS, INC.

By ROLPH B. FUHRMAN
President

file

STATE OF OREGON
DEPARTMENT OF STATE
OUT OF THE
STATE TREASURY

MAR 13 '64

96-10
1232

TO THE ORDER OF S W GROESBECK & W R DURBIN CONSTRUCTION CO

734
AGENCY NO.

30964 379664
MO. DAY YEAR WARRANT NUMBER

PAY EXACTLY **43567 DOLLARS 43 CENTS

AMOUNT OF THIS CHECK
$**43567 43

493515
STATE OF OREGON
THE STATE TREASURER
SALEM, OREGON

⑆1232⑈0010⑆ 16501⑈

RECEIVED
APR 28 1964

F 1210

6194

S.W. GROESBECK & W.R. CONSTRUCTION CO.

96-2 PAY TO THE ORDER OF 96-2
[illegible] BANK, BANKER OR TRUST CO
ALL PRIOR ENDORSEMENTS GUARANTEED
U.S. SALEM BRANCH
MAR 12 '64 6 [illegible]398

NOTED
FLOYD QUERY

RECEIVED
APR 17 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 14, 1964

Hutchinson, Schwab & Burdick
Attorneys at Law
712 Executive Building
Portland 4, Oregon

Attention: Mr. Denton G. Burdick, Jr.

Gentlemen:

This is in reply to your letter of April 13 and attached affidavit of Valley-Cascade Truck & Parts, Inc.

The affidavit states that G & D Rental Corporation, subcontractors, owe the Valley-Cascade Truck & Parts, Inc., an amount of $3,204.17 for materials. From the description given, this appears to be in connection with State Highway Contract No. 6194 with S. W. Groesbeck & W. R. Durbin Construction Co. for grading, paving and structures on the Mud Hollow-Thornberry section of the Sherman Highway in Sherman County.

The St. Paul Fire & Marine Insurance Co., through Tromp & McKinley Agency, 260 E. 11th, Eugene, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the surety and the agent of this claim and will also send the affidavit to the Secretary of State for filing.

When this claim has been paid in full, please let us know so that we may clear our records.

File #4075

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FILED
APR 16 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 16 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD
lc

cc
St. Paul [illegible] Ins. Co.
Pacific Department
200 Mills Building, 220 Montgomery St.
San Francisco 6, California
Attn.: J. E. Homer

Tromp & McKinley Agency
260 East 11th
Eugene, Oregon

Commissioners

S. W. Groesbeck &
W. R. Durbin Construction Co.
P. O. Box 646
Eugene, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
(Please ack. receipt of the claim on the enc. copy of this letter)

NOTED
G. W. HEAD

AFFIDAVIT TO OBTAIN COPY OF CONTRACT AND BOND

STATE OF OREGON)
) ss
County of Multnomah)

I, L. J. ROCKWELL, being first duly sworn, depose and say:

I am the PRESIDENT of VALLEY-CASCADE TRUCK & PARTS, INC., an Oregon corporation. Said corporation furnished materials to C & D Rental Corporation for the prosecution of the work in connection with the State of Oregon Highway Commission project No. 6194, Mud Hollow, Wasco County, Oregon, Grosbeck & Durbin, General Contractors, C & D Rental Corporation, sub-contractors. Said materials were in the agreed and reasonable value of $5,204.17, no part of which has been paid. This affidavit is being given pursuant to ORS 279.515 in order to obtain a copy of the contract and bond in connection with the above work.

L J Rockwell

SUBSCRIBED AND SWORN to before me this 9th day of April

April, 1964.

Elizabeth S. Hulbert
Notary Public for Oregon
My Commission Expires:
3/24/66

RECEIVED
APR 1 1 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 18 1964
FOR FILING

6194

February 17, 1964

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

Contract #6194 awarded to S. W. Groesbeck & W. R. Durbin Construction Co., for grading-paving-structures on the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County, was completed on August 14, 1963, and accepted by the Highway Commission on February 14, 1964.

Final payment, in the amount of $43,567.43 will be released to the contractor after February 25, 1964. The total contract amount is $835,697.19 including $1,828.31 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Tromp & McKinley Agency
260 E. 11th
Eugene, Oregon

cc: S. W. Groesbeck, &
W. R. Durbin Const. Co.,
P. O. Box 646
Eugene, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
FEB 17 1964
FOR FILING

F-11.01

[illegible]

February 14, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1963 on Contract No. 6194. The contract was with S. W. Groesbeck & W. R. Durbin Construction Company and was for grading, paving, and structures on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 14, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

F-152(8)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending January 4, 1964

Section Mud Hollow Road-Thornberry

Kind of work Grading, Paving & Structures

Highway Sherman County Sherman

Section prefix 2801037

Contractor S.W. Groesbeck & W.R. Durbin Const.Co.

Contract number 6194

Date of contract November 20, 1962

Specified work days 103 118

Date work started December 3, 1962

Work days used 113 117

Project authorization $976,570.31

Exclusive of engineering $868,062.50

Per cent of time elapsed 110 99 %

Estimated cost of completed project, exclusive of engineering $ 870,025

Estimated per cent [redacted] or underrun 2.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $69,445.08

Engineering cost to date $77,300, 111 %

Date project was completed 8-14-63, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final Report completed, being sent to Bend January 6, 1964.

This is the Final Report.

CONSTRUCTION DIVISION
RECEIVED
JAN 6 1964

NOTED
JOHN R. OAKES

Signed by E. Dunne M. D. Glenn

Address P.O. Box 420, The Dalles

cc: BPR
Krehbiel

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.47	2.47		2.47	2.47
Miles partially completed					
Miles completed	2.47	2.47		2.47	2.47
Total estimated quantities (contract)	331,000	35,300		45 tons	9,200 tons
Total quantities corrected to date	358,146	38,505		45.1	9,085
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cldy		
Tuesday	Ptly Cldy		
Wednesday	Cldy-Rain P.M.		
Thursday	Ptly cldy-wrm		
Friday	Overcast		
Saturday			

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DEC 3 - 1963
FOR FILING

5-1-3(1)

C-174

December 2, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 18, 1963 Meeting

Gentlemen:

We have received a request for a 33-day time extension on the Mud Hollow Road-Thornberry grading, paving and structure project on the Sherman Highway in Sherman County. This project, Contract No. 6194, is under contract to S. W. Groesbeck and W. R. Durbin Construction Company of Eugene.

The contractor cites nondelivery of materials as per schedule and delay in obtaining a railroad crossing permit as justification for the requested extension. The nondelivery of material did not affect the work schedule and the contractor obtained permission to cross the railroad on a temporary basis, so neither reason given by the contractor can be used to justify the requested extension. However, the quantity of material moved under the bid item for grading overran the bid amount by some 26,800 cubic yards because of required resloping to eliminate slide damages. At the job production rate of 2,450 cubic yards per day, this would justify an 11-day increase. In addition, we allowed wheat hauling through the project prior to its completion and opening to regular traffic and this delayed the finish work some three days.

We can thus justify an extension of 14 workdays. The project was completed with 104 workdays charged on the grading work and the 14-day increase would bring the total allowance to 103 days, therefore, one day of liquidated damages would still be assessed against the contract.

The Bureau of Public Roads concurs in the increase and your approval is recommended. This matter will be presented to you at the December 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp bbc

RECEIVED
JAN 15 1964
FOR FILING

E-320 (Rev.)—5M—5-60

S-156(7)

6194

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays #1
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date **August 19**, 19**63**

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from **Grade & struc 89** / **Pave & complete 104** days to **122** / **137** days, within which to complete our Contract No. **6194**, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Refer to letter dated August 19, 1963 from S. W. Groesbeck & W. R. Durbin Construction Company.

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE Dec 18, 1963 for 14 added work days
Floyd Query
Secretary

S.W. Groesbeck &
W.R. Durbin Construction Co.
Contractor

By S. W. Groesbeck
Co-owner

CONSENT OF SURETY

Date August 19, 19 63

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY
, as
surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ronald C. Boehi
Attorney-in-fact
Ronald C. Boehi

TROMP & MCKINLEY AGENCY
BY Ronald C. Boehi
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6194 Contractor S. W. Groesbeck & W. R. Durbin Const. Co.

Highway Sherman

Section Mud Hollow Road-Thornberry

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Allow 11 days for grading overrun of 26,800 cubic yards at their average of 2450 cubic yards. Allow 3 days of the interruption of bridge finishing by us in order to get wheat haul traffic back on this highway. Total 14 days. All other demands for extension by the contractor is rejected. (See enclosed letter from Resident Engineer).

Recommended for Approval:

Division Engineer

asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

State Printing [illegible]

Contract No. 6194

Project designation F-152(8)
State-Federal

Date awarded November 20, 1962

Work started December 3, 1962

Per cent completed 100%
Date

No. of Workdays Allowed 80 and 104

No. of Workdays Used 95 and 117

No. of Added Workdays Requested 33

No. of Workdays Recommended 14

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 26, 1963

By:

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

T. Dec
Assistant Division Engineer

Oregon Project F-152(8)
Mud Hollow Road - Thornberry Section
Sherman Highway
Time Extension

Reference is made to Mr. Lloyd P. Shaw's letter dated November 18, 1963. It is understood that the time extension requested is supported by data submitted by the resident engineer on file in your office.

For the reasons mentioned in both letters, we will concur in your current recommendation for a time extension of 14 days, for a total time extension of 23 days, without penalty.

NOTED
LLOYD P. SHAW

original To Morgan
cc Young
12-3-63

November 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Time Extension
Mud Hollow Road-
Thornberry Section
Sherman Highway
Project F-152(8)

Dear Sir:

We have received a request from Groesbeck and Durbin, contractor on this project, for an extension of 33 workdays. The reasons cited by the contractor to justify the extension are nondelivery, as per schedule, of the bridge beams, guardrail posts, and guide posts, and the delay of obtaining a railroad crossing permit.

Our Resident Engineer reports that the purported delays were largely nonexistent or caused no completion delays. In addition, a shortage of materials is not a valid reason for granting an increase in time.

However, there were two factors not cited by the contractor which would allow additional time. The grading quantity overran 26,800 cubic yards due to the removal of material from outside the original staked line as ordered by the engineer, because of impending slide conditions indicated by cracking behind the staked slopes. This work was done under the bid item for grading without extra compensation for the resloping required. The contractor averaged 2,450 cubic yards per day during the contract, so the overrun would justify 11 additional workdays.

In order to allow the local ranchers to haul their wheat over the new grade, we opened the project to limited traffic prior to the actual completion of the project. This early opening to wheat trucks is reported to have delayed the bridge finish work by three workdays.

Thus, we can justify an increase of 14 workdays.

This project was let with a split workday allowance; 80 days were allowed for completion of the grading, structures, stone base, and binder course, and 95 workdays were allowed for completion of the paving and all other work on the project. An increase of nine days was allowed in July, 1963, which increased the limits to 89 and 104 days. This increase was allowed because of storm damage to the forms for the bridges and box culvert.

The recommended additional 14 days would increase the allowed limits to 103 and 118 workdays. The actual time used on the project was 104 workdays on the first portion and 117 days for final completion. Thus, the contractor will be assessed one workday on the first portion at $200 as per the contract special provisions (Page 3), but no liquidated damages will be assessed for the final completion.

Your concurrence in the 14-day extension is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw

FORM E-30 20M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1963

SUBJECT: Time Extension
Mud Hollow-Thornberry Section
Sherman Highway
Contract No. 6194

To: Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Groesbeck and Durbin for a 33-day time extension on this grading, paving and structures project. The reasons cited by the contractor to justify the requested extension are delays in obtaining materials and the delay in obtaining a railroad crossing permit.

Our resident engineer reports that the delays were largely non-existent or caused no completion delays. In addition, a shortage of materials is not a valid reason for granting an increase in time.

There were two factors not cited by the contractor which would allow additional time however. The grading quantity overran 26,800 cubic yards because the resident engineer ordered the removal of material from outside the original staked line because of impending slide conditions indicated by cracking behind the staked slopes. This work was done under the bid item for grading without extra compensation for the resloping required. The contractor averaged 2,450 cubic yards per day during the contract, so the overrun would justify 11 additional work days.

In order to allow the local ranchers to haul their wheat over the new grade, we opened the project to limited traffic prior to the actual completion of the project. This early opening to wheat trucks is reported to have delayed the bridge finish work by 3 work days.

We can thus justify an increase of 14 work days. This project was let with a split work day allowance -- 80 days were allowed for completion of the grading, structures, stone base and binder course, and 95 work days were allowed for completion of the paving and all other work on the project. An increase of 9 days was allowed in July, 1963 which increased the limits to 89 and 104 days. This increase was allowed because of storm damage to the forms for the bridges and box culvert.

The recommended 14 days additional would increase the allowed limits

NOTED
LLOYD P. SHAW

to 103 and 118 work days. The actual time used on the project was 104 work days on the first portion and 117 days for final completion. Thus, the contractor will be assessed one work day on the first portion at $200 as per the contract special provisions (Page 3), but no liquidated damages will be assessed for the final completion.

This matter has been discussed with Mr. Schwiesow of the Bureau of Public Roads who has no objections to the 14-day increase. Rough drafts to the Bureau of Public Roads and the Commission are attached.

Approval of the 14-day increase is recommended.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GHB:fp
Attach.
cc L. H. Young

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-20X 80M 3-63 49909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

DIVIS

The Dalles
October 17, 1963

SUBJECT: Mud Hollow Road-Thornberry Sec.
Sherman Highway
Contract No. 6194
Request for Extention of Time

To: Dean Swift
Dividion Engineer
Oregon State Highway Dept.
Bend, Oregon

Attached herewith is a request from Groesbeck & Durbin for a 33 day increase in the number of workdays to complete the above named contract. Letters from subcontractors and suppliers relative to their request is also attached.

The time limits for completion of project were divided into two parts. All grading, structures, stone base and binder course throughout the project was to be completed in 80 workdays and all of the work to be completed in its entirety in 95 workdays. An additional nine (9) days was granted due to flood damage increasing the work days to 89 and 104 respectively.

It required 117 workdays to complete the project making a total of 28 days in liquidated damages, 15 days for the first portion and 13 days for final completion.

I doubt that delay in receiving pre-stressed beams affected the time required to complete project. Hannan Bros. claim that they set up schedule for delivery to start on May 1 for structure #8895. This structure was not ready for beams until May 13 and it is very doubtful they could have gotten it ready sooner. Structure #8896 was not completed and ready for beams until May 17. No attempt was made after receiving beams to prevent being charged extra workdays. At no time did Hannans work extra hours, except when making pour, ~~of~~ or work Saterdays. Foreman stated it was cheaper for them to pay liquidated damages than to work overtime. According to lab. report #632087 only 41 of the 54 beams had been cast on May 1. One beam, A5-LV was rejected due to low strength and was recast on May 21 which delayed final shipment as all others were completed by that date.

J.C. Dentons' letter states work temporarily stopped on July 2 as union refused to let operator continue work. My inspector was present when this occured and stppage by union was very temporary- lasting less than an hour. Dentons crew left to eat lunch shortly after union official informed foreman he could continue to operate punch until he got an operator. They didN't show up the rest of the week. They told Groesbeck & Durbins foreman that their machine broke down.

J.C. Denton telephoned me on June 19 that Baxter plant in The Dalles was on strike and he would not be able to get posts which Durbin had ordered in November. Much to our surprise, the following Monday, June 24, 115 posts were delivered to project and two man crew commenced work setting them. On June 27 an additional 375 posts were delivered to the project. Of the 490 posts delivered 446 were acceptable. All of these posts had not been set before the next delivery of 190 posts was received on July 24. At no time was there a shortage of posts, only in personnel installing them.

There were 140 guide posts ordered from Foress Co. on February 16. Foress requested prices from Steel Rolling Mills on April 24 which was answered May 9, confirming prices and quoting two(2) weeks delivery after receipt of order. Order mailed on July 25 with answer on August 5 that there would be 45 day delay. Durbin notified me August 8 that they could not get sight posts and arrangements were made for them to get posts from Salem's supply anf replace when theirs arrived. Posts were picked up Monday the 12 and installation began the following day. Had the posts been available they would not have received any sooner with the two week delivery originally quoted.

They state delay in getting crossing approval from U.P.RR. delayed bridges #8895 and #8896. Approval for railraod crossing was received on March 15. Cut at station 176 was shot March 19. Railroads B & B crew installed crossing on March 20 and road to cut at 177 dozed in on March 21 and 22. Contractor did not start using crossing until April 3. Railroad allowed contractor to mave dozers, compressors and drills accross tracks to strip, drill and make fills on either side of cut at 176 as early as February 4.

I will agree with them that the work days set up for this project was extremely tight, work areas confined and nearly all excavation was solid rock. However, these factors were evident at the time they bid the job and should have been reflected in their bidding. While I do not consider their reasons valid I do believe some consideration should be given to an extension of time/

The final excavation quantities will be approximately 357,800 cu. yds. Bid quantities were 331,000 cu. yds. The additional 26,800 cu. yds. were primarily removed at my direction from the cuts between 142 to 146 and from 184 to 187. Cracks, behind the slope catches, opened up through these areas and the loose material was removed to prevent future slides. Contradtor averaged 2,450 cu. yds./day for the project, which would require 11 days. The last week that Hannans worked on finishing structures #8895 and #8896 we were pushing them at the request of Salem, in order to open the road to traffic. The result was a rushed job of finishing and they had to come back and re-do some of their work and required three(3) days.

I would therefore recommend a 14 day extension of time be granted.

M Glenn
M. D. Glenn
Resident Engineer

MDG:alb

S. W. GROESBECK & W. R. DURBIN

CONSTRUCTION AND ENGINEERING
CONSTRUCTION CO.

PHONE RI 6-3722
P. O. BOX 646
EUGENE, OREGON

August 19, 1963

Mr. M.D. Glenn, Resident Engineer
Oregon State Highway Department
P.O. Box 420
The Dalles, Oregon

Dear Sir:

Reference is made to our contract numbered 6194, Grading, Paving and Structures on the Mud Hollow--Thornberry Section of the Sherman Highway in Sherman.

Request is hereby made for an additional 33 workdays for completion of this project for the following reasons:

> Delay in receiving pre-stressed beams for bridges due to a fatal accident in the supplier's yard and also due to failure of Railroad to supply cars. See enclosures from Morse Bros. and Hannan Bros. Company.
>
> Delays due to reasons cited by J.C. Denton and Sons, Inc. for failure to receive materials when scheduled. See enclosures.
>
> Delay in getting crossing approval from Union Pacific Railroad so that grading operations in the vicinity of station 177 could be started. This, in turn, delayed bridges No. 8895 and 8896.

We feel that the original work time set up for this project was inadequate because of the type material to be moved and the very confined area available for operations. The material was nearly all solid rock, which required blasting, which, in turn, required that all of the material at the structures sites be moved before the bridge subcontractor could have the areas.

Work areas were confined due to construction of five bridges, one box culvert and one retaining wall dispersed the length of the job, the Union Pacific Railroad branch line and the main drainage channel for the area.

It is our opinion that adequate equipment was furnished for all operations. Major grading equipment included two 2½ yard shovels, five payhaulers, six large tractors, three twin-engine scrapers. Double shifts were worked when possible to expedite release of the bridge sites.

Very truly yours,

S.W. GROESBECK &
W.R. DURBIN CONSTRUCTION CO.
S. W. Groesbeck
S.W. Groesbeck, Co-owner

cc: St.Paul Fire & Marine Ins. Co.

J. C. DENTON & SONS
SPECIALISTS IN GUARD RAIL CONSTRUCTION & CUSTOM BORING
ROUTE 1, BOX 1570 PHONE MITCHELL 4-1973
BEAVERTON, OREGON

August 10, 1963

Mr. Wally Durbin
S.W. Groesbeck & W.B. Durbin
Construction Co.
P.O. Box 646
Eugene, Oregon

Dear Mr. Durbin:

Re: Mud Hollow Road-Thornberry Section
Sherman Highway, Contract #6194

As was agreed in our telephone conversation of August 9, I am outlining the factors involved in delaying our work on the above project:

1. July 2 Operator's Union 701 refused to let operator continue work (could not furnish qualified operator for machine; work temporarily stopped)

2. Lumber strike against J.H. Baxter & Co. (guard rail posts supplier) limiting supply of posts for project and delayed delivery of same.

3. Foress Co., P.O. Box 687, Corvallis, Ore. accepted order on guide posts, PW 1, order #05174, dated Feb. 16, 1963 (material for manufacturing of this item delayed—copies of letters from Southwest Steel Rolling Mills enclosed along with copy of order from Foress Co.)

Thank you for your cooperation on this project.

Yours very truly,

A.W. Denton
A. W. Denton, Secretary

AWD:hm
enc.

04174

Foress Co.
P.O. Box 687
Corvallis, Ore.

Customer's Order No. ____________ Date Feb. 16 1963 196

Name Denton J.C. & Sons Inc.

Address Rt 1 Box 1270
Beaverton Oregon

SOLD BY	CASH	C. O. D.	CHARGE	ON ACCT	MDSE RETD.	PAID OUT

QUAN	DESCRIPTION	PRICE	AMOUNT
Cont	# 6194		
	Groesbeck & Durbin		
	Mud Hollow Rd Thornberry		
140	Guide Posts PWL	4.40	

All claims and returned goods MUST be accompanied by this bill

Rec'd By L. Smook

All Purpose Sales Form 382

AREA CODE 503
777-1441

HANNAN BROS. CO.

8410 S. E. OTTY ROAD
P. O. Box 6755
PORTLAND 66, OREGON

July 18, 1963

S. W. Creesrock & W. R. Durtin Construction Co.
P. O. Box 646
Eugene, Oregon

Re: Mud Hollow Road-Thornberry Section
Sherman Highway , Sherman County
State Cont. 6134

Gentlemen:

Enclosed herewith are copies of a letter from Morse Bros. pertaining to their delay in delivering the prestressed beams for this project.

We had set up a schedule with them to start delivery on Bridge No. 8895 May 1st, but the first shipment was not received until May 20th and completed May 23rd. Unfortunately this shipment did not include all the beams for Bridge No. 8895 making it impossible for the State to give us grades for the deck until all the beams for the bridge were in place. We did not receive the next shipment until June 3rd and 5th.

In lieu of the foregoing, we feel this should be justification for a time extension on this project.

Very truly yours,

HANNAN BROS. CO.

Henry Hannan
Partner

HH/r
Encls.

Morse Bros.

TWO LOCATIONS

HARRISBURG
OREGON
P. O. Box 205
Phone WY 5-2336

LEBANON
OREGON
P. O. Box 266
Phone AL 8-3111

Harrisburg
July 11,1963

Hannan Bros.
8410 S E Otty Rd
Portland,Oregon

Attn: Bill Koster

Dear Bill:

On May 2,1963 we had a fatal accident in our prestress yard. The State Industrial Accident Commission required a complete inspection of all electrical equipment. To dothis and make changes required,we could not get into full production until May 13,1963 causing a delay in production of about 2 weeks.

Another problem we had was the shortage of rail cars causing quite a delay. We had to wait for the return of cars before shipment could be continued. The railroad people would not consign additional cars.

Very truly yours,

Morse Bros. Inc.

by: W E Bublitz

W.E.Bublitz
Plant Manager(Engineer)

[illegible]/j

RECEIVED
OCT 9 1963
FOR FILING

[illegible]

6194

Salem, Oregon
October 9, 1963

File No. 33735
Pux Nos. 466, 459, 460
Supplemental Agreement
Mud Hollow-Thornberry Section
Sherman County
Union Pacific Railroad Company

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

We are sending you a fully executed copy of a supplemental agreement with the Union Pacific Railroad Company covering the above-named subject for processing, after which please return it to General Files for filing.

A photo copy of the above agreement has been retained in this office.

Secretary

rn
Attach: 1

RECEIVED
AUG 9 - 1963

FOR FILING
[illegible]

6174

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 31, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project F-152(8)
Mud Hollow-Thornberry Section, Sherman Highway
State Force Order No. 5
Seeding and Mulching

Reference is made to your letter dated July 22, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

original To Young
with attach.
8-9-63

RECEIVED
JUL 23 1963

FOR FILING

July 22, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 224-238, covering seeding and mulching on the Mud Hollow - Thornberry Section of the Sherman Highway in Sherman County, Contract No. 6194, in connection with Federal-Aid Project No. F-152(8).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do this work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $2,430, with Federal participation of $1,458.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pal

RECEIVED
JUL 19 1963

FOR FILING

[illegible]

6194

July 18, 1963

S. W. Grossbeck, &
W. R. Durbin Constr. Co.,
P. O. Box 646
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 18, 1963, discussed with the Engineer your request for an extension of time on contract #6194. You requested 9 additional workdays within which to complete the grading-paving-structures on the Mud Hollow-Thornberry Section of Sherman Highway in Sherman County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 9 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Dean Swift
M. D. Glenn
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
JUL 10 1963

FOR FILING

P 15-2(1)

6194

July 9, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 2
July 16, 1963 Meeting

Gentlemen:

We have received a request for an extension of time from S. W. Groesbeck and W. R. Durbin Construction Company, contractor on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, Contract No. 6194. The request is for an additional 9 days based on extra time required to complete work done in repairing and reconstructing structures damaged by high water. The work involved in repairing these flood-damaged structures took 9 days to complete.

We therefore recommend an increase of a total of 9 workdays without the assessment of liquidated damages. We have Bureau of Public Roads' concurrence.

This matter will be presented to you at the July 16 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

DES:fp bbc

#✓

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
FOR
Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6194 Contractor S.W. Groesbeck & W.R. Durbin Construction Co.

Highway Sherman

Section Mud Hollow Road-Thornberry

Kind of Work Grading, Paving and Structures

It is recommended that such extension be granted as requested under the following terms and conditions: The 80 day limitation for completion of structures will extend until June 21. Grading, structures, stone base and bituminous binder throughout entire length of project will be extended from 80 work days to 89 work days, with Per Diem amount of Liquidated Damages to be $200.00, and the work in its entirety shall be completed within and prior to the elapse of 104 work days.

APPROVED BY HIGHWAY COMMISSION

DATE July 18, 1963 – Nine additional work days approved

J. Lloyd Query
Secretary

Recommended for Approval:

Dean Swift
Division Engineer

Construction Engineer or Bridge Engineer

Lloyd P.
ASSISTANT State Highway Engineer

Contract No.	6194
Project designation (State—Federal)	F- 152 (8)
Date awarded	November 20, 1962
Work started	December 3, 1962
Per cent completed (Date)	
Specified completion date	95 workdays
Previously extended to	
Extension requested to	

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date April 2, 1963

Gentlemen:

We, the undersigned, respectfully request an extension of nine days time, from ...., 19......, to ...., 19......, within which to complete our Contract No. 6194, described as follows:

Mud Hollow Road--Thornberry Section of the Sherman Highway

The above request is based upon the following reasons:

Time lost repairing and replacing damage to bridges and box culvert, under construction by subcontractor, Hannan Bros. Company, caused by high water and flooding on February 3rd and 4th, 1963.

Respectfully submitted,
S.W. GROESBECK &
W.R. DURBIN CONSTRUCTION CO.
Contractor

By x S.W. Groesbeck

CONSENT OF SURETY

Date April 2, 1963

We, St. Paul Fire and Marine Insurance Company

...., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

John D. McBurney
Attorney-in-fact
TROMP & McKINLEY AGENCY

(SEAL)

BY: C. Lee
Resident Agent

State Printing 97813

FORM CD-151 ([illegible])
(PRES. BY A.O. [illegible]-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: July 3, 1963

TO : Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SHAW

SUBJECT: Oregon Project F-152(8)
Mud Hollow - Thornberry Section
Sherman Highway
Time Extension

Reference is made to Mr. Shaw's letter dated July 2, 1963.

For the reason mentioned in your letter we concur in your recommendation of an increase of nine days in which to complete the project.

NOTED
LLOYD P. SHAW

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Morgan
7-9-63

July 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Time Extension
Mud Hollow Road-Thornberry Section
Sherman Highway
Project F-152(3)

Dear Sir:

We have received from S. W. Groesbeck and W. H. Durbin Construction Company, contractor on the subject project, a request for an increase of nine days in which to complete the project.

The contractor cites additional unanticipated work involving the repair and reconstruction of structures damaged by high water on February 3 and 4, 1963, as a basis for this request.

The "Field Engineer's Weekly Reports" dated February 9, 16, and 23, 1963 indicate that the contractor worked on this repair, along with his other work, between February 5 and 20. Based on the work performed to repair the flood damaged structures in relation to total work done during this period, nine days can be directly attributed to the flood repair work.

We recommend that the request be granted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison
DES:fp

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 21, 1963

SUBJECT: Request for Extension of Time
Mud Hollow-Thornberry Section
Sherman Highway
Contract No. 6194

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract" submitted by S. W. Groesbeck and W. R. Durbin Construction Company, contractor on the subject project.

The contractor's request for a 9-day extension is based on extra time required to repair and reconstruct bridges and box culvert under construction by their subcontractor, Hannan Bros. Company, which were damaged by high water on February 3, and 4, 1963. The time required to complete this work will delay the completion of the grading and surfacing on this contract.

The Field Engineer's Weekly Reports dated February 9, 16 and 23, 1963 indicate that during the period February 5 through February 20, the contractor worked 13 days on this project. The work involved with repairing flood damaged structures required 9 days, based on a percentage of repair work done [illegible] the total work accomplished on the project.

It is our recommendation that this request be granted. This has been discussed with the Bureau of Public Roads Area Engineer who concurs in this recommendation.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

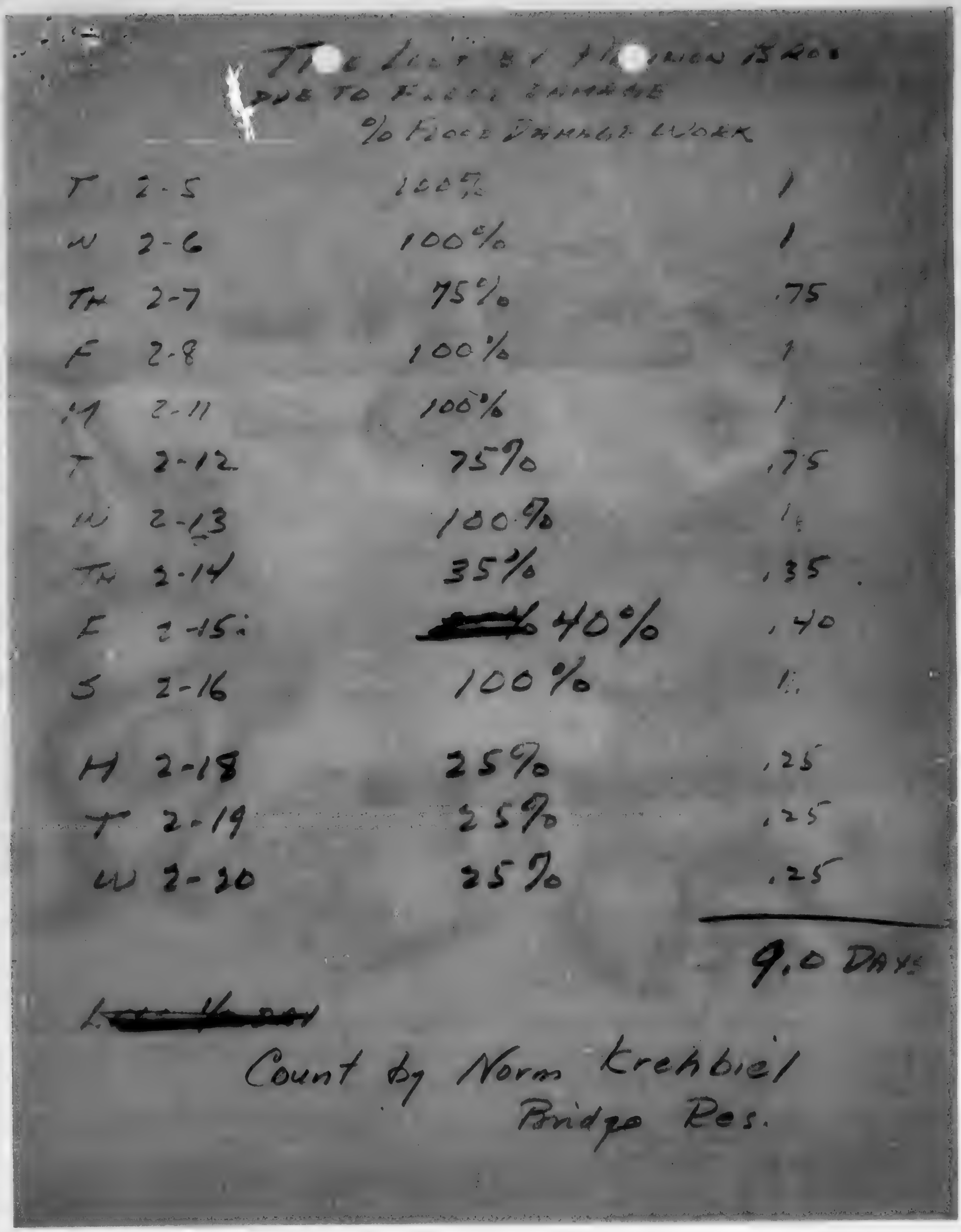
The total allowable workdays at the present time is 95 . It is anticipated that 104 days will have been charged when the project is completed.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.

[illegible] 1963
OFFICE OF
[illegible]



TIME LOST BY H[illegible]MON BROS
DUE TO FLOOD DAMAGE
% FLOOD DAMAGE WORK

T	2-5	100%	1
W	2-6	100%	1
TH	2-7	75%	.75
F	2-8	100%	1
M	2-11	100%	1
T	2-12	75%	.75
W	2-13	100%	1
TH	2-14	35%	.35
F	2-15	~~[illegible]~~ 40%	.40
S	2-16	100%	1
M	2-18	25%	.25
T	2-19	25%	.25
W	2-20	25%	.25
			9.0 DAYS

~~[illegible]~~

Count by Norm Krehbiel
Bridge Res.

[illegible] [illegible] RUNOFF

NO WORK
[illegible] OUT [illegible] FORMS RCBC
8892 - EXC & CLEAN UP FLOOD DAMAGE
8893 - NO WORK

2-6 2ND HEAVY RUNOFF WORK SAME AS 2-5

2-7
2 CARP - FORMING X BM - BT. 3 8892
3 LAB
SUPT
OPER
OILER
} FLOOD DAMAGE

75% FLOOD DAMAGE
WORK ON RCBC AND 8892
8893 - NO WORK

2-8 FLOOD DAM. WK @ 8892 ONLY

2-11
1 OPER
1 OILER
3 CARP
} 8892 FORM. BT. ~~1~~ 2
1/2 SUPT
EXC. BT. 1

4 CARP
3 LAB.
1/2 SUPT
} RCBC { EXC. & FORM.

2-12 POURED WALL - BT. 2 8892 (29 cy.)
F.D. - BT. 1 (EXC.)
} 40% REG. 60% F. DAM.

~~[illegible]~~ 1 OPER 1 OILER 3 CARP 3 LABOR 1 SUPT } 8892 65% of crew

4 CARP } RCBC ~~[illegible]~~ 35% of crew

∴ F. DAM. - BOX 35%
8892 60% of 65% 40%
} 75% ON FLOOD DAM.

2-13 100% AT 8892 (BT. 1)
" " RCBC

Th. 2-14 8894 BR. F - NO WORK
FORMS READY - STL. NOT SET

8893 - EXC. W/ DRAGLINE

RCBC - FORMING AT APRON & C.D.W.
(NOT DONE BEFORE FLOOD)
PL. RE. STL
END OF FL. DAM WK 2-13 (?)

		8893 (EST.)
TOTAL	1 SUPT	1 OPER
	2 OPER.	1 OILER
	2 OILERS	1 CARP
	1 CARP. FORE.	2 LABOR
	6 CARP	½ SUPT.
	3 ~~5~~ STEEL WKRS.	

EST. 35% OF WORK
ON FL. DAM.

SHOWN WEEKLY
F. 2-15 C.D. & J.W. OFF - NO DIARY RECORD, BUT
SAME WORK AT 8893
~~35%~~ (?) FL. DAM.
40%

M. 2-18 SETTING COL. STL. 8893
2-19 POURED COLS.

2-15
~~2-16~~ - SAME CREW AS 2-14 PLUS
3 STL WORKERS = 19
FLOOD 8893 4½ } 7½
8892 BT. 1 3 }
7½/19 = 40%

2-16 8892 - PL. STL. BT. 1 100%
8893 - CLEANING UP 100%
100%

2-18 8893 - OPER, OILER, 2 LAB CL. UP
4/16 = 25%

2-19 SAME @ 8893 25%

2-20 FIN. CLEAN-UP
@8893 ——— 25%

RECEIVED
JUL 9 - 1963
FOR FILING

F-152(8)

6194

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 26, 1963

Mr. Leonard Fields
Wasco,
Oregon

RE: Fields & Richelderfer Telephone Line Adjustment
Mud Hollow-Thornberry Section
Sherman Highway
Sherman County
Project No. F-152(8)
Contract No. 6194

Dear Sir:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of June 20, 1963.

Prior to beginning work you are requested to do the following:

1. Please contact Mr. Carl M. Williams, District Maintenance Superintendent, P. O. Box 420, The Dalles, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2. Contact Mr. M. D. Glenn, Resident Engineer, P. O. Box 420, The Dalles, Phone CY 6-5681, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to June 20, 1963, in the amount of $60.33, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement. Please be sure to include beginning and completion days of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Lloyd Shaw ✓
A. W. Parsons
L. H. Young
C. H. Maison
Dean Swift
M. D. Glenn
Carl M. Williams
F. W. Sugnet

RECEIVED
JUN 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer June 20, 1963
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

By:

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

C. R. Brooks
District Engineer

Oregon Project F-152(8)
Mud Hollow-Thornberry Section
Fields and Richelderfer Telephone Line Adjustment

Our memorandum dated October 29, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated February 26, 1963 and Mr. Fields' letter dated June 8, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated June 12, 1963. Since the owners are not adequately staffed or equipped to perform the work with their own forces, the contract method of performing such work, as indicated in the estimate, is approved. Reimbursement on an agreed lump sum basis of $50.33 is approved. The cost of the right-of-way included in the estimate is nonparticipating.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective October 26, 1962. You now are authorized to proceed with actual adjustment of the above-mentioned telephone line effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
cc Litchfield
7-1-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 1 3 1963

FOR FILING

F-152 (8)

6194

June 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering stock path on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, Contract No. 6194 in connection with Federal-Aid Project No. F-152(8).

It is necessary to construct stock path along fills, under and adjacent to structures so that the structures can be used as stock passes.

Right of Way Agreement, File No. 31921 grants permission to use these structures as stock passes. No additional or special benefit will accrue to the property owner because of this order.

This work was verbally recommended for approval by the BPR Area Engineer June 3, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lb
Enc.

RECEIVED
JUN 11 1963

FOR FILING

F-152(8)

6194

June 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering cement rubble masonry wall on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, Contract No. 6194 in connection with Federal-Aid Project No. F-152(8).

It is necessary to construct a cement rubble masonry wall to prevent rock fill material from embankment sliding down under the Union Pacific Railroad trestle and lodging against timber bent of trestle and partially blocking creek channel.

This work was verbally recommended for approval by the BPR Area Engineer June 3, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

RECEIVED
JUN 10 1963
FOR FILING

F-152(8)

6194

June 7, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the June 10 meeting will be the matter of entering into a supplemental agreement with the Union Pacific Railroad Company covering work on the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County. This supplement is to provide a construction crossing for the benefit of the contractor and to clarify and correct a county road description.

The agreement is in a form that is acceptable to this Department and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ms bbc

RECEIVED
JUN 26 1963

FOR FILING

F-152(8)

6194

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer June 4, 1963
Salem, Oregon

By:

08-35.4-0 A. W. Parsons, Division Engineer G. R. Brooks
Salem, Oregon District Engineer

Oregon Project F-152(8)
Mud Hollow-Thornberry Section

The agreement with the Union Pacific Railroad, dated November 1, 1962, transmitted with Mr. Young's May 29, 1963 letter has been approved effective this date.

original to Litchfield
cc Young
6-5-63

RECEIVED
JUN 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1963

FOR FILING

F 12(8)

6174

RAILROAD COMPA
FILE No. 607

Salem, Oregon
May 14, 1963

Agreement (triparty agreement)
Pux 466
Pux 459
Pux 460
Union Pacific Railroad Company, State of
Oregon, and Sherman County, Oregon

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached is a fully executed copy of an agreement between the State of Oregon, Union Pacific Railroad Company and Sherman County covering the relocation of the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County.

This executed copy is being sent to you for processing and recording. A photo copy of the above agreement has been retained in this office pending return of the signed copy for the Commission's files.

Secretary

rn
Attach: 1

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

MAY 7, 1963

(File Ref. D 322 - 0 - 16)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Reference is made to your letter of December 6, 1962 transmitting copies of tri-party agreement between the State of Oregon, Sherman County and our Companies, covering the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County, Oregon.

The agreement has now been executed by the Railroads and, as requested, we are returning the State's and County's fully-executed counterparts.

Also, 10 extra copies of Exhibit "A" print which accompanies the agreement, are attached.

Wish to call your attention to a correction which has been made by the Railroads to the Exhibit "A" print. The title of Exhibit "A" has been corrected to show that the easements granted to the State are for highway use as well as for channel changes. This correction has been made on all copies of Exhibit "A".

We also direct your attention to Section 1(b) of the agreement requiring the State to pay the amount of $405.00 to the Railroads as consideration for easements granted. Will you kindly remit the State's voucher for this amount to this office?

Yours very truly,

encs. (CD No. 44826-6)

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

APRIL 9, 1963

File Ref. D 322 - 0 - 16

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. R. L. Porter,
Deputy State Highway Engineer

Dear Sir:

Reference is made to your letter of January 17 and subsequent correspondence concerning the State of Oregon's request for temporary haul road grade crossing over the Railroad's Grass Valley Branch track and right-of-way at Mile Post 3.89. This request was made in connection with relocating the Mud Hollow-Thornberry Section of Sherman Highway in Sherman County as covered by an agreement dated November 1, 1962.

We also refer to telephonic discussions held between Mr. Paxson and Mr. Tabor on November 20 and December 18, 1962 regarding proposals to amend the agreement of November 1, 1962. It was proposed to amend this agreement to provide for additional encroachment of the Mud Hollow County Road structure on Railroad's property, and to clarify maintenance provisions of the agreement relating to the Mud Hollow County Road crossing in accordance with P.U.C. Order No. 38476.

Attached in duplicate is proposed supplemental agreement which revises the agreement dated November 1, 1962 with respect to the Mud Hollow County Road, which also grants the State permission to use temporary haul road crossing at Railroad M. P. 3.89. Will you please review and if satis-

CONSTRUCTION DIVISION
[illegible] 1963

factory, have it executed by the Highway Commission. After this has been accomplished, will you kindly return both counterparts to us for completion on the part of the Railroad, after which one fully-executed counterpart will be returned to you. One extra copy of the supplemental agreement is attached for your records and use.

Yours very truly,

encs.

RECEIVED
APR 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1963

FOR FILING

[illegible]

6194

March 19, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the re-establishment of a four-inch sewer pipe on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, Contract No. 6194, in connection with Federal-Aid Project No. F-152(8).

Lowering of this sewer pipe was proposed to be done under a future contract. The pipe is in a 12-inch conduit. During construction, it has been found that the conduit had collapsed and the sewer pipe broken. This is in the temporary connection area and repair is necessary at this time.

This work was verbally recommended for approval by the BPR Area Engineer March 18, 1963. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 20 1963
FOR FILING

March 19, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering hand-placed slope protection on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, Contract No. 6194, in connection with Federal Aid Project No. F-152(8).

This work is necessary to correct erosion at the intake of the culvert pipe crossing the highway. The work to be done is shown on the attached sketch. No special benefit will accrue to the property owner as this is necessary to retain an existing facility.

The work was verbally recommended for approval March 18, 1963, by the BPR Area Engineer. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FEB 26 1963

FOR FILING

F 1.53 (2)

6134

February 26, 1963

Mr. G. E. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Haul Road Crossing
Union Pacific Railroad Company
Mud Hollow-Thornberry Section
Sherman Highway, Sherman County

On February 1, we submitted a revised application for a haul road crossing of your facilities on your Grass Valley Branch. Since that date the situation has apparently been inspected by a member of your organization, and we are now submitting a revised plan (four copies enclosed) for this crossing. We understand that this revision is in line with the suggestion made by your representative and that it has his approval.

It is requested that we have your concurrence in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
Enc.

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan

FORM E-30 30M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1963

SUBJECT: Contractor's Haul Road
Mud Hollow Rd.-Thornberry Section
Sherman Highway
Contract No. 6194

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached are five (5) prints of a revised vicinity map showing a proposed haul road across the GrassValley Branch of the Union Pacific Railroad. The revised alignment and grade was established after our previous submission of a plan to the railroad and was made in conjunction with the local railroad man.

Will you please submit this plan to the railroad to replace the plan previously submitted to them.

F. D. Morgan
Construction Engineer

By

G. L. Decker

G. L. Decker
Assistant Construction Engineer

CHB:fp

Enc.

NOTED
R. L. PORTER

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 - 1963

FOR FILING

F-22 (1)

6194

February 1, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Haul Road Crossing
Union Pacific Railroad
Mud Hollow Road-Thornberry Section
Sherman Highway - Sherman County

There is enclosed a print of the vicinity map for the subject crossing. Our Research Division has recommended the following revisions for handling drainage in the area: A 42-inch corrugated metal pipe for Spanish Hollow Creek, which is sufficient to handle the mean flood, coupled with an overflow channel created by the haul road grade sufficient to carry the maximum flood more than one and one-half feet below the rails.

The profile of the haul road has been revised to provide better than 25 feet of level grade on either side of the railroad crossing.

May we have your approval of this revised plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

enc.
bc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
DNS:jp ms

PLEASE RETURN TO
R. L. PORTER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JANUARY 22, 1963

File Ref. D 322 - 0 - 16

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. R. L. Porter,
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of January 17 relative to proposed temporary haul road crossing over our Grass Valley Branch at Railroad Station 61+71.3, in connection with relocation of the Mud Hollow-Thornberry Section of Sherman Highway.

Before we handle this proposal with our Management for approval, we request that you revise the haul road as proposed in the following respects:

First, increase the level section on the haul road across the track to 25' on either side of the track. As shown on the map and profile drawing furnished with your letter, the proposed grade line indicates there will be only 10' between the ends of vertical curves on the haul road and the center line of our track. While the railroad traffic is light on our branch line, the State's Contractor will undoubtedly be using the haul road at times when we have a train operating on the branch. Consequently, we request that a level section on the haul road be provided for stopping of the State's Contractor's hauling equipment using the road.

Secondly, we request that another drainage structure be used to carry the drainage of Spanish Hollow Creek. The 24" corrugated metal pipe proposed is entirely inadequate to eliminate possibility of damage to our roadbed and tracks from the frequent high water which occurs in this creek. A drainage facility should be provided equivalent to the nearby railroad bridges or the Mud Hollow County road bridge being constructed by the State.

Upon receipt of a new drawing showing the revisions we have requested in the State's proposal, we will handle further with our Management.

Yours very truly,

G. H. Baker
rmd

RECEIVED
JAN 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19 1962
FOR FILING

F-152(8)

6194

December 17, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering State's share of flagging on the Mud Hollow Road-Thornberry Section of the Sherman Highway in Sherman County, Contract No. 6194, in connection with Federal-Aid Project No. F-152(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:mmb
Encs.

RECEIVED
DEC 13 1962
FOR FIL[illegible]

F-155 (8)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1962

SUBJECT: **Railroad Haul Road Crossings**
Mud Hollow Road-Thornberry Section
Sherman Highway
Contract No. 6194

To: **Mr. Dean Swift**
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

Contrary to the Special Provisions (page 71) on this project which pertain to haul road crossings, it will be necessary for the State to obtain the permit for the crossing. The Union Pacific Railroad Company will not deal directly with our contractor on our projects.

It will, therefore, be necessary for our Resident Engineer to prepare a sketch map showing the location of the proposed haul road or roads, and forward same to the Salem office for submission to the railroad. In order to conform to the Special Provisions, it will be necessary to obtain a letter from the contractor in which the contractor agrees to assume all costs incurred by the railroad and/or the contractor in constructing, using, maintaining and removing the haul road crossing.

The sketch map mentioned above must be prepared in conjunction with the contractor. The map must show the railroad station of the crossing and the skew angle. It must also show sight distances along the railroad in both directions from both approaches. A profile of the railroad and the haul road must be attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh

cc: G. S. Paxson
L. H. Young

RECEIVED
DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1962
FOR FILING

6194

R. L. Porter

RECEIVED
DEC 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

APB TDL 34 12-7-62 900AM

ALL POINTS

THE SHERMAN HIGHWAY (US 97) WILL BE CLOSED, UNTIL FURTHER NOTICE, APPROXIMATELY 10:00 AM, MONDAY DECEMBER 10,
BETWEEN WASCO AND BIGGS JCT. TRAFFIC WILL BE ROUTED VIA FULTON CANYON SECONDARY, MILE POST 100
1962. COSXX CLOSURE IS DUE TO RECONSRUCTION OF MUD HOLLOW-THORNBERRY
ON US 30.
SECTION OF SHERMAN HIGHWQY.

ATTEND

AP
3.7,.14,--.

RECEIVED
DEC 5 1962
FOR FILING

[illegible]

6194

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 4, 1962

T. Dec, Assistant Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-152(8)
Mud Hollow-Thornberry Section
Sherman Highway

Reference is made to Mr. Merchant's November 23, 1962 letter transmitting copies of a letter from the Union Pacific Railroad Company concerning plans and special provisions for the above project.

In view of the railroad company's approval of the plans, subject to one minor correction, we hereby approve your authorizing the railroad to proceed with rearrangement of their facilities on the project. In our October 18, 1962 memorandum we indicated that the proposed railroad agreement was satisfactory.

RECEIVED
DEC 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Merchant
Copies To Morgan
Young
12-5-62

NOTED
R. L. PORTER

2

RECEIVED
NOV 21 1962
FOR

4F-752(1)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 21, 1962

[illegible] & [illegible] Durbin Const. Co.
P. O. Box 646
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962 awarded to you State Highway Contract No. [illegible] for the following project:

Grading, paving & structures on Mud Hollow Road-Thornberry Section of Sherman Highway in Sherman County.

This award was based on your low bid of [illegible] which was submitted to the Commission on November [illegible], 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: [illegible] Durbin Const. Co.
[illegible] West [illegible]
Eugene, Oregon

Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Marchant

RECEIVED

477 Cottage Street, N.E.
Salem, Oregon

November 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
Salem, Oregon

A. F. Bester
Assistant Engr. Coordinator

08-35.4-0

Oregon Project F-152(8)
Mud Hollow Road-Thornberry Section
Sherman Highway

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date om award pf Contract No. 6194 to S. W. Groesbeck & W. R. Durbin Const. Co. of Eugene, Oregon, low bidder in the amount of $844,812.50 at the November 20, 1962 bid opening.

With your October 19, 1962 letter you forwarded letters dated February 1, 1961 and December 21, 1961 from the Union Pacific Railroad Company concerning the proposed railroad overcrossing structures on this project. Railroad approval of preliminary lay-outs was indicated but there has been no advice regarding their approval of final plans. Therefore, as stated in our October 29, 1962 authorization letter, authorization to proceed with railroad work must be withheld pending receipt of written evidence of such approval.

Upon receipt of Mr. Young's November 16, 1962 letter forwarding cost estimates and sketches of the changes to be made on facilities of Pacific Northwest Bell you were authorized by our November 20, 1962 letter, to proceed with utility adjustments, Union Pacific Railroad Company communication line adjustment, as stated in Mr. Litchfield's November 15, 1962 letter, will be covered by the State-Railroad agreement. No other utilities are involved.

NOTED
R. L. PORTER

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
11-27-62

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. T. W. Litchfield

DATE: November 20, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4DA

SUBJECT: Oregon Project F-152(8)
Mud Hollow-Thornberry Section, Sherman Highway
Adjustment of Public Utilities

Reference is made to Mr. Litchfield's letter dated November 15, 1962 and Mr. L. H. Young's letter dated November 16, 1962, above subject.

You are authorized to proceed with the necessary adjustments with the understanding that the provisions of PPM 30-4 will apply to all work performed including the specialized work mentioned in Mr. Young's November 16, 1962 letter. The exchange of letters between the State and Pacific Northwest Bell Telephone Co., dated September 14, 1962 and September 26, 1962, respectively, are acceptable evidence of agreement.

OK TO USE D.R. MONTGOMERY AS CONTRACTOR FOR BLASTING OPERATIONS AS PER PHONE CONVERSATION WITH A.F. BUSTER OF BPR ON 11-23-62
I

COPIES TO: GEN FILES
LH YOUNG
CH MAISON
DEAN SWIFT
11-23-62
I

CONSTRUCTION DIVISION
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NOV 23 1962
[illegible]

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NOV 9 1962
FOR FILING
F-153([illegible])
8174

November 9, 1962

Sherman County Court
Courthouse
Moro, Oregon

Gentlemen:

Enclosed are three copies of an agreement between the State, Sherman County, and the Union Pacific Railroad Company covering the relocation of the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County.

Sherman County is involved in this agreement only because of the reconstruction of the connection of the Mud Hollow County Road to the Sherman Highway. You will note that no obligations are imposed on the County by this agreement.

It would be appreciated if the County Court would execute all three copies of the agreement and return them all to me so that they can be presented to the Railroad Company for completion. You will be furnished a fully-executed copy upon completion by the Railroad.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
encls.
bc Mr. Forrest Cooper
Mr. J. N. Hershberger

RECEIVED
8 1962
FOR FILING
F-152 (8)
6194

November 8, 1962

Mr. G. E. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee
Portland 17, Oregon

Dear Sir:

Re: Mud Hollow-Thornberry Section
Sherman Highway

Some time ago you raised the question about clearances for off-track equipment between your track and the east end of the bridge which connects the Mud Hollow County Road with the Sherman Highway.

We have revised our plans by shortening the handrail so that it does not project beyond the end of the bent. This will result in a clearance between the end of the handrail and your center line of 19'-6 7/8".

I am enclosing in quadruplicate the revised plans for this structure. These are our Drawing Nos. 17396-17398, inclusive, carrying revision date of November 2, 1962, Revision No. 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.
bc Mr. Forrest Cooper
Mr. I. D. Marchant
Mr. F. D. Morgan
Mr. Dean Swift

RECEIVED
NOV 30 1962
FOR FILING

F-1-[illegible]

6194

Salem, Oregon
November 7, 1962

Agenda Item 4-1

RAILROAD COMPANIES
FILE No. 607

Mr. Forrest Cooper
State Highway Engineer
Office

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Attached are three copies of an agreement between the State, Union Pacific Railroad Company and Sherman County covering relocation of the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County. These copies have been executed by the State Highway Commission and are now ready for execution by Sherman County and the Union Pacific Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

RECEIVED
OCT 30 1962

FOR FILING

F-152(8)

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

October 29, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project F-152(8)
Mud Hollow Road-Thornberry Section
Grading, paving and structures

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's October 19, 1962 letter with the expectation that all parcels will be available for occupancy and contractor's use prior to award.

Our October 18, 1962 memorandum indicated the proposed Union Pacific Railroad Company agreement was satisfactory. You are authorized to proceed with railroad work included in the project estimate upon submission of written evidence that design plans have been approved by the railroad company prior to our concurrence in award of contract. The contract estimate should be prepared to eliminate duplication in railroad engineering and inspection reported in the project estimate.

Your August 22, 1962 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
10 30 62

NOTED
L. PORTER

RECEIVED
OCT 24 1962

FOR FILING

F-152 (8)

6194

10

October 23, 1962

Oregon State Highway Commission

Gentlemen:

There will be before you for your consideration at the November 1 Commission meeting three copies of an agreement between the State, the Union Pacific Railroad Company, and Sherman County covering the relocation of the Mud Hollow-Thornberry Section of the Sherman Highway in Sherman County. These agreements are in form and your approval and execution of the documents is recommended. After your approval, the signatures of the Sherman County Court will be obtained.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe
F. B. Klaboe
J. N. Hershberger
H. S. Cox

GSP:ms hlb

RECEIVED
1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 15, 1962

Mr. Earl Richelderfer
Wasco,
Oregon

Telephone Line Adjustment
Mud Hollow Road-Thornberry Section
Sherman Highway
Sherman County

Dear Sir:

We are sending to you under separate cover a print of the preliminary plan and profile sheet of this section. Our present tentative schedule calls for the opening of bids on this project on September 18, 1962.

It is the obligation of the State to reimburse the utility the cost of adjusting its facilities located on private property. If you have such facilities, please prepare an estimate and sketch map for the work in accordance with PPM 30-4 and supplements thereto, a copy of which was enclosed with the preliminary plans.

This is to be retained until you receive the reduced construction plans and profile sheets and check them for differences. This estimate should be submitted to Mr. Fred W. Sugnet, Assistant Utilities Liaison Engineer, Room 209-A State Highway Building, Salem, when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp

cc General Files ✓
Dean Swift

9

RECEIVED
AUG 13 1962

FOR FILING

[illegible]

[illegible]

August 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Re: Mud Hollow-Thornberry Section
Sherman Highway

There has been some confusion concerning the handling of Western Union facilities on the subject section. Since this is on the Union Pacific system, all Western Union matters will be handled with the Union Pacific Railroad Company and wire revisions are included in the agreement with the Railroad Company.

Attached is a copy of a telegram from Mr. F. L. Sulloway, Area Plant Superintendent, Western Union Telegraph Company, concerning the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.

bc Mr. Forrest Cooper
Mr. F. D. Morgan

RECEIVED
AUG 16 1962
FOR FILING
F-152 (8)
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
'6194

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

AUGUST 9, 1962

File Ref. D 322 - 0 - 16

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Referring to Mr. Ivan D. Merchant's recent telephone request concerning reimbursable items of costs to be included in agreement between the State and the Railroads covering construction of the Mud Hollow - Thornberry Section of Sherman Highway in Sherman County, Oregon:

Estimated cost of work to be performed by the Railroads, including labor and material additives, at expense of the State, is as follows:

1st Spanish Hollow Overcrossing

Remove and relocate communication line	$ 330.
" " rearrange right-of-way fences	205.
Install approximately 165 LF Double Inside Guard Rail	695.
Engineering and Inspection Service	5,145.
Watchman and Flagman Service	1,900.
Total 1st Spanish Hollow Overcrossing	$8,275.

2nd Spanish Hollow Overcrossing

Remove and relocation communication line	$ 330.
" " rearrange right-of-way fence	205.
Install approximately 160 LF Single Inside Guard Rail	320.
Engineering and Inspection Service	5,145.
Watchman and Flagman Service	1,900.
Total 2nd Spanish Hollow Overcrossing	$7,900.

NOTED
G. S. PAXSON

Copy to Mr Merchant

Grading and Paving Operations between Railroad Mile Posts 2.3 and 4.0

Install two Standard Reflectorized Crossbucks for Mud Hollow County Road grade crossing	$ 130.
Engineer-Inspector Service	5,145.
Watchman and Flagman Service	2,005.
Total Grading and Paving Operations	7,280.
Total Estimated Expenditure	$23,455.

Information concerning Railroad employees which may be required to provide protection to railroad facilities is as follows:

Number	Classification	Base Pay	Headquarters
2	Section Labor	$2.24 to $2.28 per hour	Wasco, Oregon
1	Section Foreman	$2.46 to $2.67 per hour	" "

Estimated cost for travel per employee from headquarters jobsite and return is $3.45 per round trip.

The above rates of pay for normal eight-hour shift were placed in effect MAY 1, 1962.

Agreement between the State and the Railroads will include the above information in form of an exhibit prepared in the usual manner and attached to the agreement.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

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AUG 14 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1962
FOR FILING
F-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE No. [illegible]

Salem, Oregon
August 1, 1962

SUBJECT: Pux 466 - Mud Hollow G-Xing
Union Pacific Railroad Co.
Sherman Co.

To: Mr. G. S. Paxson
Deputy State Highway Engineer

BUILDING

Herewith I hand you copy of Order No. 38476 relative to the above-titled matter.

The order appears to be in accordance with the Highway Commission's petition and the testimony presented at the hearing.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment

cc: Frank Morgan
I. A. DeFrance
Dean Swift
J. W. Nash
F. B. Crandall

RECEIVED
AUG 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Order #38476

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 222

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade with tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Mud Hollow Grade Crossing Project, in the Northwest quarter (NW¼) of Section 22, Township 2 North, Range 16 East, W.M. in Sherman County, Oregon.

ORDER

The above entitled matter was duly heard on May 24, 1962, at Salem, Oregon, before A. E. Nowack and A. de Leon, Examiners for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General, Salem, Oregon
In behalf of the State Highway Commission

For Respondent:

John A. Reuling Jr., Assistant General Attorney, Portland, Oregon
In behalf of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee

Order #38476

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On March 1, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed a Petition with the Commissioner pursuant to the provisions of ORS 763.030 (2) for permission to relocate and construct a crossing at grade with the tracks and right of way of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the Mud-Hollow Grade Crossing Project, in the Northwest quarter (NW¼) of Section 22, Township 2 North, Range 16 East, W.M., in Sherman County, Oregon.

Attached to and made a part of the Petition is a profile drawing and a vicinity map entitled, "P.U.C. Map and Profile Grass Valley Branch (U.P.R.R.) Crossing Rt. Station L3 124 + 50 Biggs Junction-Wasco Section" and marked Exhibit "A".

The Petition sets forth the proposed manner in which the construction and maintenance of the crossing will be handled and the cost thereof borne.

Notice of the filing of the Petition and copies thereof were duly served upon Respondent and the County Court of Sherman County.

On March 26, 1962, Respondent filed its Answer to the Petition with the Commissioner. Respondent admitted that railroad traffic averaged one train movement per day and that the time table train speed at this crossing is ten miles per hour. Respondent made no objection to the proposed allocation of the costs of the construction and maintenance of the project. Respondent denied all the allegations, except those set forth in Paragraphs I, II and IV of the Petition.

The matter thereafter was set down for hearing and notice thereof was duly served upon all parties of record. During the hearing, Petitioner by amendment to its Petition sought permission to alter the subject crossing by widening and moving its center line 15 feet southeasterly pursuant to ORS 763.030 (2) (a).

Evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon the record it is found that:

Petitioner proposes to relocate and reconstruct the Mud Hollow-Thornberry Unit of the Biggs Junction-Wasco Section of the Sherman Highway, State Primary Highway No. 42. The project requires the moving of the existing junction of the Mud Hollow County Road and the Sherman Highway a distance of approximately 150 feet to the East. By the establishment of a new junction of Mud Hollow County Road with the Sherman Highway and the construction of Mud Hollow County Road to its crossing of Respondent's track, a curve at the existing crossing will be eliminated.

The new road will be a straight approach to the crossing from the Sherman Highway. In order to accomplish this purpose, Mud Hollow County Road will be relocated at the subject crossing and widened so that the over-all width thereof will be 28 feet, consisting of 20 feet of surfaced roadway and 4 feet of shoulder on each side. The center line of the relocated and widened roadway at the crossing will be approximately 15 feet southeasterly of and at an angle to the center line of the existing roadway. A small portion of the existing crossing will be within the area encompassed by the new crossing. This constitutes an alteration of said crossing by its widening and a relocation thereof by establishment of a new center line. The old Mud Hollow Road at the crossing, approximately 12 feet in width, was surfaced with light bituminous concrete.

The new Mud Hollow Road will be surfaced at the crossing, including the area between the rails, with a heavier layer of bituminous concrete. This crossing is located in the Northwest quarter (NW¼) of Section 22, Township 2 North, Range 16 East, W.M., in Sherman County, Oregon, identified as crossing No. 2D-2.5 in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

The center line of the railroad and the northerly tangent of the county road will intersect at an angle of 93° 59' in the Northeasterly quadrant, at a common point designated Highway Survey Station 1 + 07.99 and Railroad Survey Station 124 + 61.7 P.O.T. The railroad grade at the proposed point of crossing is approximately 3.47 per cent ascending to the East; the county road grade at that point is approximately 4 per cent ascending southerly and the grade between the relocated Sherman Highway and the crossing is approximately 4.22 per cent descending to the South. The center line of the relocated Mud Hollow-Thornberry Unit of the State Primary Highway No. 42 will be parallel to and approximately 112 feet North of the center line of the railroad at the point of the crossing.

Rail movements over the crossing are averaging approximately 6 per week. There is no indication that this traffic will be materially increased in the near future. The time table speed of trains is ten miles per hour. The average daily motor vehicle traffic over the proposed crossing will be 30 vehicles per day.

The motor vehicle traffic using the county road at this crossing consists of cars and trucks. The crossing is now protected by one crossbuck warning sign. For the purpose of the public safety and protection the Petitioner proposes that this be removed and that there be installed two Commissioner's Standard No. 1R Reflectorized Crossbuck signs at appropriate locations, one on each side of the crossing. Under the facts and circumstances as set forth above the proposed safety measures will be adequate to warn and protect the public.

The sight distances for vehicle drivers approaching the crossing are as follows: From a point on the County Road 112 feet North of the crossing the sight distance to the East and to the West is unobstructed. From a point on the County Road 50 feet South of the crossing the sight distance to the East is approximately 1300 feet and to the West 170 feet; from a point on the County Road 500 feet South of the Crossing the sight distance to the East is 200 feet and to the West 35 feet. At train speeds of ten miles per hour, the above sight distances are adequate to permit the safe vehicular use of the road.

To construct the crossing above or below the grade of the track would necessitate the acquiring of additional property and right of way to provide an adequate structure and approaches thereto. The cost of such structure would be considerably greater than a crossing as proposed. The limited use of the crossing, the costs of its construction other than at grade, and the other facts set forth above indicate that such crossing above or below the grade of Respondent's tracks and right of way should not be required.

Petitioner and Respondent propose that the construction and maintenance of the altered crossing be handled and the cost thereof borne as follows:

Petitioner Will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the crossing and supervise the construction thereof.

(b) Finance the construction of said alteration project from State and Federal highway funds, including reimbursement to Railroad Company for necessary expenditures incurred by them in connection therewith.

(c) After completion of the crossing, maintain the roadway surface thereof, including the portion between the rails, and other highway facilities.

Respondent Will:

(a) Subject to reimbursement by the Petitioner:

(1) Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect the railroad operations during the period of the construction of the project.

(2) Remove and replace existing communication lines to protect the same during construction.

(3) Furnish and install two Commissioner's Standard 1R Reflectorized Crossbucks as shown on annex B of F.U.C. Order No. 36962 at appropriate locations, one on each side of the track.

(b) At its own cost and expense, maintain its track and track structure, the crossing signs and all other railroad facilities after completion of the project.

No objections were made to these proposals and they are approved. The proposals relating to the division of costs and expenses of construction and maintenance are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed crossing is necessary and is required in the interest of the public safety, public convenience and general welfare and permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to alter and relocate the existing crossing of the Mud Hollow County Road and the tracks of the Grass Valley Branch of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, designated as No. 2D-2.5 in the Commissioner's Catalog of Railroad Crossings in the State of Oregon located in the Northwest quarter (NW¼) of Section 22 Township 2 North, Range 16 East, W.M., in Sherman County, Oregon, be and the same is hereby granted; and it is further

ORDERED that such crossing alteration and relocation shall be made and the permission herein requested is granted upon the following terms and conditions:

1. Construction shall be done in a good and workmanlike manner, in accordance with accepted engineering practices and in substantial conformity as to location, grade, elevation and general design with the drawing submitted with the Application and as set forth in the findings heretofore made.

2. The costs of construction of the crossing, the signs and their installation and the maintenance of the crossing and of the proposed protective devices shall be handled and the costs and expenses thereof be borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that for the purpose of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon the designation 2D-2.5 shall be assigned to the crossing; it is further

ORDERED that this order shall be effective on the date of execution hereof.

Order #38476

Made and entered this 23rd day of July 1962.

Public Utility Commissioner

(SEAL)

5-1-62

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~~FOR FILING~~
F-153 (8)
12/194

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

No. SIF-222

To— Mr. L. I. Lindas, Chief Counsel,
Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission for authority to construct a crossing at grade with the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the MUD HOLLOW GRADE CROSSING project, in the Northwest quarter (NW¼) of Section 22, Township 2 North, Range 16 East, W.M., in Sherman County, Oregon.

NOTICE OF HEARING

The above entitled matter has been assigned for hearing

At: Room 101, Public Service Building, Salem, Oregon.

On: Thursday, May 24, 1962 ; at the hour of 1:30 P.M., PST

Please acknowledge receipt of this notice on the enclosed form and mail to the Public Utility Commissioner, Salem, Oregon

NOTED
G. S. [illegible]

PUBLIC UTILITY COMMISSIONER
OF OREGON

NOTED
J. HERSHBERGER

Mailed at Salem, Oregon
May 1, 1962

TRANSP.

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11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1962

RAILROAD COMPANIES
FILE No. 667

SUBJECT: Pux 459 - 1st Spanish Hollow O'Xing
UPRR Co. - Sherman Co.
Pux 460 - 2nd Spanish Hollow O'Xing
UPRR Co. - Sherman Co.

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Herewith I hand you a copy of Order No. 38327 (Pux 459) and a copy of Order No. 38325 (Pux 460) issued by the Public Utility Commissioner under date of April 2, 1962, relative to the above-titled matters.

The orders appear to be in accordance with the Highway Commission's petitions and the testimony presented at the hearings.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: Ivan Merchant
F. D. Morgan
I. A. DeFrance
Dean Swift
J. W. Nash
H. G. Simpson

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Order #38327

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 217

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing of the right of way and tracks of the Grass Valley Branch of the Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, to be known as the 1st SPANISH HOLLOW OVERCROSSING project, in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 23, Township 2 North, Range 16 East, W.M., Sherman County.	ORDER

The above entitled matter was duly heard on February 27, 1962, at Salem, Oregon, before Charles E. Leierer, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General,
Salem, Oregon
In behalf of the Oregon State Highway Dept.

For Respondents:

John A. Reuling, Jr., Assistant General Attorney,
Portland, Oregon
In behalf of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company.

Order #38327

For Commissioner:

C.E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner
of Oregon.

On January 8, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed a Petition with the Commissioner pursuant to the provisions of ORS 763.040 for permission to construct a highway above the grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondents. The proposed crossing has been denominated the 1st Spanish Hollow Overcrossing project.

Attached to and made a part of said Petition are amended drawings No. 8895-A and No. 16071 containing vicinity maps, clearance diagrams, plan and elevation diagrams, grade line diagrams and railroad and highway profile drawings.

Notice of the Petition and copies thereof were duly served upon the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and upon the County Court of Sherman County.

Respondents filed their Answer on January 29, 1962. Respondents denied certain material allegations of the Petition but did not object to the proposals made if permission as requested was granted.

Sherman County filed a written statement on February 1, 1962, stating that it had no objection to the Applicant's Petition.

Petitioner, on February 1, 1962, filed amended copies of drawings to be substituted for those attached to the original Petition. This constitutes an amendment to the Petition and copies of the drawings were duly served upon the Respondents and Sherman County. At the hearing there were no objections to the substitution and the Petitioner's Petition was amended as requested. These drawings were subsequently marked as exhibits and received in evidence.

The matter thereafter was set down for hearing and notice thereof was duly served upon the parties of record. At the time of hearing upon request of all parties the within matter and docket No. SXF 218 were heard upon consolidated records. Due to the nature of the crossings, individual orders will be entered in each matter.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner proposes to revise the location of the Biggs Junction - Wasco section of the Sherman Highway and, as a part thereof, it will be necessary to construct an overcrossing over the tracks of the Grass Valley Branch of Respondents' railroad. It is considered that the proposed overcrossing structure is necessary and proper for the safety, service and convenience of the public and that a crossing at grade would be hazardous to both the railroad and the highway and further due to the topography the construction of a crossing at grade would not be feasible.

The proposed overcrossing will be located in the southwest quarter of the northwest quarter (SW¼ NW¼) of Sec. 23, T. 2 N., R. 16 E., W.M., Sherman County at a point 5.9 miles west of Wasco. The center lines of the highway and railroad will intersect at an angle of 33° 38', tangent to tangent, in the southeast quadrant at a common point designated as Highway Survey Station L3 172+97.07 POS and Railroad Survey Station 74+45.9 POC.

Rail traffic at the location in question consists of six train movements per week, one movement in each direction every other day with the exception of Sunday. The average daily motor vehicle traffic over the proposed overcrossing is 700 with an anticipated increase by 1975 to 1,650 vehicles daily.

The surrounding topography in the area of the crossing is such that the railroad grade is located on a level lower than surrounding area and the highway approaches to the crossing area. As a result it is more feasible and practical to construct an overcrossing in the area than to construct a crossing at grade. An overcrossing which will permit a division of train and vehicular traffic by separation of grade of highway and the railroad will be suitable and proper for the safety of, accommodation and convenience to the public and in the public interest.

The overcrossing structure and the approaches to the grossing for some distance on each side thereof is on an ascending grade west to east of 3.8%.

The proposed plan calls for construction of a poured reinforced concrete deck structure supported by precast, prestressed concrete beams. The width of the roadway on the structure will be 30 feet from curb to curb with raised safety curbs of 1 foot 6 inches between the handrail and gutters on each side of the roadway. This roadway is designed to carry traffic in both directions. The length of the structure between the centers of the end bents will be 336 feet.

A minimum horizontal clearance between the center of the existing track and the face of the supporting columns of the completed structure adjacent to each side of such track will be 18 feet on the right or southerly side of the track and 18 feet on the northerly or left side of the track. Minimum vertical clearance between the girder immediately over the tracks and the bottom of the rail will be 24 feet 6 inches and during construction will be 22 feet and 6 inches above top of rail. All clearances both vertical and horizontal during and after construction are in conformity with or in excess of minimums heretofore prescribed in the Commissioner's Order No. 33700.

The Respondents alleged in their answer and testified at the hearing that if inner guardrails were required that such inner guardrails extend 50 feet on each side of the overcrossing structure. Inner guardrails are placed inside of the running rails of the track, parallel thereto, and approximately 9 inches inside either or both of the running rails depending on which side of the track the horizontal impairment might occur. The purpose of such guardrails is to help keep rail cars within the tie area in the event of a derailment of a train while passing beneath the structure. The Respondents do not recommend such guardrails if the horizontal clearances are 18 feet or more from the center of track to the face of the adjacent supporting columns. In view of the fact that the horizontal clearances in this case are only 18 feet and Petitioner is willing to reimburse Respondents for the installation thereof, the additional safety afforded by such guardrails is deemed advisable and guardrails should be installed inside both running rails to extend 50 feet beyond each side of the completed overcrossing structure.

Construction and maintenance of the proposed project is proposed to be handled and the costs thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications, award a contract or contracts for the construction of the project and supervise the construction thereof.

(b) Finance the construction of the project, without participation therein from funds of Railroad Companies, from State and Federal Highway Funds, including reimbursement to the Railroad Companies for necessary expenditures incurred by them in connection therewith.

(c) Maintain the overcrossing structure with its embankments, appurtenances and approaches after completion of the project.

Respondents will:

(1) Subject to reimbursement by the Petitioner:

(a) Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during construction of the project.

(b) Remove and replace in permanent location existing communication lines to protect the same during the construction of the project.

(c) Remove and replace right of way fences as required.

(d) Install inner guardrails extending approximately 30 feet beyond the limits of each side of the structure.

(2) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the project.

These proposals have been agreed upon between Petitioner and Respondents except as relates to the installation of inner guardrails.. The installation of inner guardrails is deemed advisable in accordance with findings heretofore made and shall extend 50 feet beyond the limits of each side of the structure. With this modification the proposals are approved. The proposals relating to the division of the expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction and relocation of the Biggs Junction-Wasco section of the Sherman Highway being U.S.H.R. No. 97 between Biggs Junction and Wasco and is required in the interest of the public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through the State Highway Commission, for the construction of an overcrossing over and across the tracks and right of way of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the First Spanish Hollow Overcrossing project on the Biggs Junction-Wasco section of the Sherman Highway, U.S.H.R. No. 97, between Biggs Junction and Wasco located in the southwest quarter of the northwest quarter (SW¼ NW¼) of Sec. 23, T. 2 N., R. 16 E., W.M., Sherman County, be and is hereby granted upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design, with the plan and profile drawings Nos. 8895-A and 16071, submitted with and made a part of the Petition and received in evidence herein, or such revisions thereof as may be mutually agreed upon by the Petitioner and Respondents.

(2) Construction and maintenance of the proposed project shall be handled and the cost thereof borne as set forth in the findings of the Commissioner hereinabove made; and it is further

ORDERED that such overcrossing shall be assigned No. 2D-3.6-A in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; it is further

ORDERED that in the event any revisions of the plans and specifications heretofore submitted to the Commissioner are made such revised plans and specifications shall be submitted to the Commissioner for his approval; it is further

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 2nd day of April, 1962.

Jonel C Hill
Public Utility Commissioner

(SEAL)

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SHERMAN COUNTY
MORO, OREGON

VERNON I. MILLER, COUNTY JUDGE
~~LESTER WILSON~~, COUNTY COMMISSIONER
W. E. KASEBERG, COUNTY COMMISSIONER

March 23, 1962

Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

The Sherman County Court has no objection to the proposed change in the railroad crossing on the Mud Hollow County Road.

Sincerely yours,

Sherman County Court

Sherman County Court
By Vernon I. Miller
County Judge

VIM:ceh

Vernon I. Miller

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STATE HIGHWAY COMMISSION

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March 19, 1962

Hon. Vernon I. Miller
Sherman County Judge
Courthouse
Moro, Oregon

Dear Judge Miller:

Under date of February 15, I wrote you concerning the change in the connection of the Mud Hollow County Road to the Sherman Highway and asking for your approval of the change. Our files do not show any answer and I would greatly appreciate some word from you.

This will remain a county road and I am suggesting that the easement from the Railroad to cross its tracks be made in the name of the County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. Forrest Cooper
Mr. R. S. Cox
Mr. Dean Swift

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MAR 1 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

F-152 (8)

6194

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 27, 1962

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 466 - Mud Hollow G-Xing
Union Pacific Railroad Co.
Sherman County

Dear Sir:

Enclosed are five copies of the Oregon State Highway Commission's petition relative to the above titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Sherman County, and two copies are for use by your office.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:km
enc. 5

cc: G.S.Paxson
Frank Morgan
Dean Swift

RECEIVED
FEB 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 466

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission for authority to construct a crossing at grade with the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the MUD HOLLOW GRADE CROSSING project, in the Northwest quarter (NW¼) of Section 22, Township 2 North, Range 16 East, W.M., in Sherman County, Oregon.	PETITION No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.030.

III

That Petitioner proposes to relocate and reconstruct the Mud Hollow-Thornberry Unit of the Biggs Junction-Wasco Section of the Sherman Highway, State Primary Highway No. 42, and that a part of said project requires the moving, approximately 150 feet to the east, of the existing connection of the Mud Hollow County Road to the Sherman Highway, and that in connection therewith it will be necessary and desirable to move the existing crossing of the Union Pacific Railroad-Grass Valley Branch tracks by the Mud Hollow County Road, approximately 15 feet southeasterly, and construct a crossing at grade with the tracks and right of way of the Union Pacific Railroad Company-Grass Valley Branch. Attached hereto and by this reference made a part hereof is a drawing marked Exhibit "A" which shows the plan and location of the proposed crossing.

IV

That the proposed relocated grade crossing is located in the Northwest quarter of Section 22, Township 2 North, Range 16 East, W.M., in Sherman County, Oregon, at Railroad Station 124+617 P.O.T. and Highway Station 1+07.99 Angle Point.

V

That the average daily traffic on the county road was estimated in 1959 to be 30 vehicles; that traffic on the railroad consists of six freight trains per week, all moving at a slow rate of speed.

VI

That the railroad grade at the proposed point of crossing is approximately 3 per cent ascending to the east; that Mud Hollow County Road will be level at the crossing whereas the grade between the highway and the crossing is descending to the south at 4.12 per cent and thereafter the grade of the county road, southerly from the crossing, is ascending at approximately 4 per cent; that the angle between the northerly tangent of the county road and the railroad centerline is 93° 59' in the northeast quadrant; that the centerline of the proposed reconstructed and relocated Mud Hollow-Thornberry Unit of State Primary Highway No. 42 will be parallel to and approximately 112 feet north of the centerline of the railroad at the point of the proposed crossing.

VII

That the sight distances approaching the proposed crossing are as follows:

From points on Sherman Highway west of proposed county road crossing

East - 1000 feet
West - 1000 feet

From points on Sherman Highway east of proposed county road crossing

East - 1000 feet
West - 1000 feet

From a point on the county road 50 feet south of the crossing

East - 1300 feet
West - 170 feet

From a point 500 feet on the county road south of the crossing

East - 200 feet
West - 35 feet

VIII

That it is and will be impractical and uneconomical to construct a grade separation structure at the proposed point of crossing by reason of the minor volume of traffic on both the county road and the railroad and the topography adjacent to the proposed crossing.

IX

That the Petitioner proposes that the construction and maintenance of the crossing be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award the contract or contracts for the construction of the proposed crossing, and supervise the construction thereof.

(b) Finance the construction of the project, without participation therein from funds of railroad company, from state and federal highway funds, including reimbursement to railroad company for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the project, maintain the roadway portion of the crossing, including that portion between the rails and other highway facilities.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement under federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad operations during the construction of the project.

2. Remove and replace existing signal and communication lines to protect the same during construction.

3. Furnish and install two Public Utility Commissioner's Standard No. 1R reflectorized crossbucks at appropriate locations on each side of the track.

(b) At railroad's own cost and expense:

1. Provide and install ballast, preservative treated ties, rails, and headers or guardrails for the retention of the roadway surfacing materials.

2. Maintain the railroad ties, rails, ballast, signals and other railroad facilities after completion of the project.

WHEREFORE, Petitioner prays for an order authorizing said crossing and allocation of costs in accordance herewith, and for such other and further orders as may be just and proper in the premises.

Dated at Salem, Oregon, this ______ day of February, 1962.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON) ss
County of Marion)

I, G. S. Paxson, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

G. S. PAXSON

Subscribed and sworn to before me this ______ day of February, 1962.

____
Notary Public for Oregon
My commission expires Oct. 9, 1965

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

____
J. N. HERSHBERGER - Staff Attorney

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1962

SUBJECT: Mud Hollow-Thornberry Section

To: MEMO TO FILES

During the scheduling meeting held on Monday, February 19, 1962, in Mr. Cooper's office, this project was discussed and it was proposed that it be let on a letting to be held August 8, 1962, without the two railroad crossing structures. I have investigated the matter and feel that it would be far better if we would let the entire project, including the two railroad structures and the paving at one time. There is a considerable amount of excavation material which must be moved from an area between the railroad structures. I believe that if two contractors were involved in the same area, we would run into another situation somewhat like the one we ran into on the Perry-Oro Dell Section.

I have checked with Ivan Merchant and he informs me that he believes that the P.U.C. hearings will have been held and the structures completely designed and ready to go prior to the August 8 date mentioned above.

We are, therefore, changing the plans on this project and will let it as a complete project including all the structures and paving on August 8, 1962.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson ✓
R. L. Porter
L. H. Young
I. D. Merchant
Dean Swift

RECEIVED
FEB 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
FEB 23 1962
FOR FILING

F-152 (8)

6194

February 15, 1962

Hon. Vernon I. Miller
Sherman County Judge
Courthouse
Moro, Oregon

Dear Judge Miller:

The second unit of the improvement being made on the Biggs Junction-Wasco Section of the Sherman Highway will require a change in the connection of the Mud Hollow County Road to the Sherman Highway. I am attaching a print from the vicinity map showing this change in the connection. We propose that the entire cost of the change will be at State expense.

We are making an application to the Public Utility Commissioner for the change in the crossing of the railroad track and I assume that under these conditions the change will be entirely satisfactory to Sherman County. I would appreciate your advice in the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper
Mr. H. S. Cox
Mr. Dean Swift

8

RECEIVED
FEB 28 1962
FOR FILING

F [illegible] (E)

6194

February 15, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee Avenue
Portland 17, Oregon

Pux 459
460

Dear Sir:

Re: Mud Hollow County Road Crossing
Biggs Junction-Wasco Section
Sherman County

In the construction of the second unit of the Biggs Junction-Wasco Section of the Sherman Highway we have found it necessary to reconstruct a grade crossing carrying the Mud Hollow County Road across your tracks. The present crossing is at approximately your Station 124+75 and the new crossing will be approximately 25 feet to the east, or at your Station 124+50.

We are making application to the Public Utility Commissioner for authority to reconstruct the crossing. The State proposes to pay all the costs except that we would ask your Company to prepare your track, ties, and ballast to receive an untreated macadam surface and that you prepare standard crossbucks for the crossing.

I am attaching four copies of a vicinity map showing the crossing for your information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper

RECEIVED
JAN 16 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-52 (8)

6194

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 5, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 459 - 1st Spanish Hollow O-Xing
Pux 460 - 2nd Spanish Hollow O-Xing
Union Pacific Railroad Co.
Sherman County

Dear Sir:

Attached please find five copies each of the State Highway Commission's petitions relative to the above-titled matters.

Two copies of each petition are to be served to the Railroad Company, one copy of each to Sherman County, and two copies of each are for use by your office.

We would appreciate it if both of these hearings could be set for the same date.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 10

cc: Ivan Merchant
G. S. Paxson
F. D. Morgan
Dean Swift

NOTED
G. S. P[illegible]

RECEIVED
JAN 5 1962

Pux 459

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing of the right of way and tracks of the Grass Valley Branch of the Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, to be known as the 1st SPANISH HOLLOW OVERCROSSING project, in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 23, Township 2 North, Range 16 East, W.M., Sherman County.

PETITION

No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Petition is made under the authority of ORS 366.205, ORS 763.040, and ORS 763.080.

III

That the Petitioner proposes the construction of the revised location of the Biggs Junction-Wasco Section of the Sherman Highway, and, as a part thereof it will be necessary to construct an overcrossing of the tracks of the Grass Valley Branch of the Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, as shown on Drawings Nos. 8895A and 16071, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the safety, service and convenience of the public in that a crossing

at grade would be hazardous to traffic on both the railroad and the highway, and, further, due to the topography the construction of a crossing at grade would not be feasible.

V

That the average daily traffic on the proposed structure will be 700 vehicles, with an anticipated increase by 1975 to 1650 vehicles, and that traffic on the railroad is an average of six train movements per week.

VI

That the proposed structure will be on an ascending grade of 3.8 per cent to the east.

VII

That Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(1) Prepare plans and specifications, award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(2) From State and Federal highway funds finance the construction of said project, including reimbursement to Railroad Company for the necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(3) Maintain the overcrossing structure with its embankments, appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(1) Subject to reimbursement under federal regulations:

at grade would be hazardous to traffic on both the railroad and the highway, and, further, due to the topography the construction of a crossing at grade would not be feasible.

V

That the average daily traffic on the proposed structure will be 700 vehicles, with an anticipated increase by 1975 to 1650 vehicles, and that traffic on the railroad is an average of six train movements per week.

VI

That the proposed structure will be on an ascending grade of 3.8 per cent to the east.

VII

That Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(1) Prepare plans and specifications, award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(2) From State and Federal highway funds finance the construction of said project, including reimbursement to Railroad Company for the necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(3) Maintain the overcrossing structure with its embankments, appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(1) Subject to reimbursement under federal regulations:

a. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during construction of the project.

b. Remove and replace in permanent location existing communication lines to protect the same during the construction of the project.

c. Remove and replace right of way fences as required.

d. Install inner guard rails extending approximately 30 feet beyond the limits of each side of the structure.

(2) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the project.

VIII

That there will be no impairment of clearances on the railroad in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is located in the Southwest quarter of the Northwest quarter (SW$\frac{1}{4}$ NW$\frac{1}{4}$) of Section 23, Township 2 North, Range 16 East, W.M., in Sherman County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 5th day of January, 1962.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By ____________________
GLEN V. SORENSEN - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 5th day of January, 1962.

GLEN V. SORENSEN
Notary Public for Oregon
My Commission Expires Oct. 15, 1962

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

GLEN V. SORENSEN - Staff Attorney

Pux 460

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing of the right of way and tracks of the Grass Valley Branch of the Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, to be known as the 2nd SPANISH HOLLOW OVERCROSSING project, in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 23, Township 2 North, Range 16 East, W.M., Sherman County.

PETITION

No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Petition is made under the authority of ORS 366.205, ORS 763.040, and ORS 763.080.

III

That the Petitioner proposes the construction of the revised location of the Biggs Junction-Wasco Section of the Sherman Highway, and, as a part thereof it will be necessary to construct an overcrossing of the tracks of the Grass Valley Branch of the Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, as shown on Drawings Nos. 8896A and 16072, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the safety, service and convenience of the public in that a crossing

at grade would be hazardous to traffic on both the railroad and the highway, and, further, due to the topography the construction of a crossing at grade would not be feasible.

V

That the average daily traffic on the proposed structure will be 700 vehicles, with an anticipated increase by 1975 to 1650 vehicles, and that traffic on the railroad is an average of six train movements per week.

VI

That the proposed structure will be on an ascending grade of 3.8 per cent to the east.

VII

That Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(1) Prepare plans and specifications, award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(2) From State and Federal highway funds finance the construction of said project, including reimbursement to Railroad Company for the necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(3) Maintain the overcrossing structure with its embankments, appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(1) Subject to reimbursement under federal regulations:

a. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during construction of the project.

b. Remove and replace in permanent location existing communication lines to protect the same during the construction of the project.

c. Remove and replace right of way fences as required.

d. Install inner guard rails extending approximately 30 feet beyond the limits of each side of the structure.

(2) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the project.

VIII

That there will be no impairment of clearances on the railroad in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is located in the Southwest quarter of the Northwest quarter (SW$\frac{1}{4}$ NW$\frac{1}{4}$) of Section 23, Township 2 North, Range 16 East, W.M., in Sherman County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 5th day of January, 1962.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By
GLEN V. SORENSEN - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 5th day of January, 1962.

GLEN V. SORENSEN
Notary Public for Oregon
My Commission Expires Oct. 15, 1962

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

GLEN V. SORENSEN - Staff Attorney

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1961
FORM E-30 5OM 3 61 84397

6194

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1961

SUBJECT: PUC Application
Bridge Nos. 8895 and 8896

To: Mr. Leonard I. Lindas
Chief Counsel

Attention: Mr. Glen Sorensen
Assistant Counsel

The reconstruction of the Biggs Junction-Wasco Section of the Sherman Highway will require the construction of two overcrossings of the Grass Valley Branch of the UPRR and Spanish Hollow Creek. Both of the proposed crossings are in the SW¼ of the NW¼ of Sec. 23, T. 2 N., R. 16 East, W.M.

I am sending you 12 prints each of Drawings 8895-A and 16071, the plan and elevation and vicinity map, respectively, for Bridge No. 8895; and 12 prints each of Drawings 8896-A and 16072, the plan and elevation and vicinity map, respectively, for Bridge No. 8896.

The highway/railroad intersections of Bridge No. 8895 are at L3, Station 172+97.07 P.O.S. equals Railroad Station 74+45.9 P.O.C., and with an intersection angle of 33°38' tangent to tangent. This structure has a total length of 336' and is composed of prestressed precast beam spans. Beginning at the west end the spans are two at 41'0", one at 78'0" over the track, one at 74'0", and two at 51'0". Roadway width is 30' between curbs with no provision for pedestrian traffic. The structure will be constructed on an ascending tangent grade of +3.8% to the east.

Clearances are indicated on Drawing No. 8895-A. Final clearances are in excess of minimum PUC requirements. During construction it will be necessary to limit the vertical clearance for forms and falsework to 22'6" above the top of rails. Upon the completion of construction the vertical clearances would become those indicated on Drawing No. 8895-A.

At Bridge No. 8896 the highway and railroad center lines intersect at L3 Station 181+42.13 P.O.S. equals Railroad Station 63+50.3. The angle of intersection is 35°24'30" tangent to tangent. This structure has an overall length of 332'0", and is composed of prestressed precast concrete beams. Beginning at the westerly end there are three-76'0" spans, the third of which overcrosses the railroad, and two spans at 52' on the easterly end. The roadway width is 30' between curbs with no provision for pedestrian traffic.

During the construction period it will be necessary to restrict the vertical clearance to 22'6" above the top of rail. Upon the completion of construction this clearance would be increased to 24'6" for the permanent vertical clearance. For both structures provision has been made for a future 18' offtrack maintenance road at the request of the Railroad.

NOTED
P. M. STEPHENSON

These structures eliminate no existing railroad crossings, and are considered to be of no benefit to the Railroad. No Railroad funds will be requested for this project. The project will be financed by Federal and State highway funds. The Railroad will be reimbursed for its necessary expenditures as permitted by PPM 30-3 with amendments and additions thereto.

The State will prepare plans, specifications, award a contract, and supervise construction and upon the completion of construction the State will maintain the structures and other highway appurtenances.

Subject to reimbursement as mentioned above, the Railroad should:

1. Furnish engineering, watchman, and flagman services to protect its operations during the construction period.

2. Remove and replace right-of-way fence as required.

3. Remove communication line and protect it during the construction period, and replace in permanent location upon the completion of construction.

4. Install inner guard rails extending approximately 30' beyond the limits of each side of the structure.

5. Maintain railroad trackage and other railroad appurtenances upon the completion of the project.

It is estimated that upon the completion of the project there will be an ADT of 700 vehicles which will increase to 1650 vehicles in 1975. There are six train movements per week over the Union Pacific tracks at this point.

Will you please prepare a petition for a PUC hearing for these two projects.

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. P. M. Stephenson

RECEIVED
DEC 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F 1 57(7)

6194

November 24, 1961

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Railroad Overcrossings on
Sherman Highway
Bridge Nos. 8895 and 8896

The reconstruction of the Sherman Highway south of Biggs Junction requires the overcrossing of your tracks at two locations.

I am enclosing four prints each of Drawings 8895-A and 16771, being the plan and elevation and vicinity map for the overcrossing at Station L^3 173. Also, enclosed are four prints each of 8896-A and 16772, the plan and elevation and vicinity map, respectively, for the overcrossing at Station L^3 181+40.

Provisions for off-track maintenance have been provided as requested in your letter of February 1. Easement requirements have been provided you in the encroachment sections for the entire construction section.

These overcrossings eliminate no existing grade crossings, and are considered to be of no benefit to the railroad. No contribution of railroad funds will be requested in this construction project, and the railroad will be reimbursed for its necessary expenditures as permitted by PPM 30-3.

During the construction period, the railroad should remove and replace right-of-way fences as required; furnish engineering, watchman, and flagman services to protect its operations during the construction period; remove and replace communication lines as required to safeguard them during the construction operations.

A petition for a Public Utilities Commission hearing for these two overcrossings will be made in the very near future.

NOTED
G. S. PAXSON

Will you please advise if there is any additional material needed for the preparation of the railroad/highway agreement.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. R. M. Brown
Mr. G. S. Paxson ✓
Mr. Glen Sorensen

RECEIVED
NOV 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1961
FOR FILING
F-152(1)
G-174

August 21, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee
Portland 17, Oregon

Dear Mr. Baker:

I am delivering to Mr. Didier today maps and cross sections showing our proposed improvement of the Sherman Highway between Mud Hollow Road and Thornberry in Sherman County. This section joins on to the sections between Biggs and Mud Hollow under contract.

This submission consists of four copies of descriptions dated August 8, 1961, and four sheets of maps and cross sections (each sheet contains a print of encroachment map 8B-20-4, dated October 1960, revised January 1961, and five rolls of cross sections dated January 1961).

I also submit a print each from our Drawing 8896-A, which is a plan and elevation of the upper crossing of your tracks, together with Drawing 16072, which is a vicinity map; Drawing 8895-A, which is a plan and elevation of the lower crossing, with Drawing 16071, a vicinity map for this crossing, and print from Drawing 16073, which is a vicinity map showing railroad and highway realignment through both of the overcrossings.

It would be appreciated if you would examine this submission and advise as to its approval by your Company. I think that you will find we are conforming to the same standards as used in the section between Biggs and Mud Hollow. We propose to apply to the Public Utility Commissioner for an order authorizing the two overcrossing of your tracks within this section.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
GSP:ae:ms

F-73(18) Rex Hill-Newberg Sec., Pacific 1962
Hwy. West (Grad., Pav. & Illumin.)

#6195

C&A
2569

STATE COPY

Monthly transaction number F 73(11) 12-63	Fo R-2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	ate Oregon
		County Yamhill
Project report number 6195 12	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 12-4-64	Project number F-73(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 7, 19 62, is hereby modified as follows:

Revised estimated total cost of project	$ 657,966.62
Revised Federal funds	$ 407,037.17
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4 day of December, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stine

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XBy A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

RECEIVED
DEC 10 1962

Contract 6195

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FY 1963	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT REPORT NO. F 73(18) 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Yamhill**
		PROJECT NO. **F-73(18)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 W. Rex Hill to Newberg

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-62	3.210
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 629,146.00	$ 396,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By R. L. Foster
Asst **State Highway Engineer**
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **A. W. Parsons**
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer **December 7, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal-Aid
Project No. F-73(18)

REX HILL-NEWBERG SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 3, 1962

Type Code 6201
Roadway (Sta. 650+00 thru Equa. 761+67.8=776+09.6 to Sta. 834+00)(Contract 6195)

Clearing and Grubbing	All	Required		$ 26,000.00
Drainage Excavation, Unclassified	5,350	cu.yds.	$ 2.75	14,712.50
Special Borrow Excavation, Unclassified	700	cu.yds.	2.00	1,400.00
General Excavation, Unclassified	132,000	cu.yds.	0.49	64,680.00
Short Overhaul	473,300	yd.stas.	0.02	9,466.00
Long Overhaul	11,400	C-yd.stas.	0.35	3,990.00
Finishing Roadbed and Slopes	All	Required		6,000.00
Rounding Cutbanks	5,500	lin.ft.	0.20	1,100.00
12-inch Corrugated Steel Pipe	165	lin.ft.	3.00	495.00
18-inch Corrugated Steel Pipe	370	lin.ft.	4.50	1,665.00
48-inch Corrugated Steel Pipe	35	lin.ft.	18.00	630.00
18-inch Concrete Pipe	190	lin.ft.	4.60	874.00
24-inch Concrete Pipe	60	lin.ft.	6.00	360.00
36-inch Concrete Pipe	80	lin.ft.	12.00	960.00
12-inch Culvert Pipe	500	lin.ft.	2.20	1,100.00
18-inch Culvert Pipe	200	lin.ft.	4.55	910.00
24-inch Culvert Pipe	90	lin.ft.	7.00	630.00
36-inch Elbow and 36"-18" Reducer	All	Required		236.00
Extra for Pipe Under Pavement	640	lin.ft.	8.00	5,120.00
Salvage and Reinstall Culvert Pipe	190	lin.ft.	6.00	1,140.00
18-inch Culvert End Sections	6	only	50.00	300.00
24-inch Culvert End Sections	2	only	75.00	150.00
36-inch Culvert End Sections	1	only	160.00	160.00
6-inch Perforated Drain Pipe	2,400	lin.ft.	2.00	4,800.00
8-inch Rigid-Type Drain Pipe	80	lin.ft.	2.00	160.00
Special Backfill in Drains	380	cu.yds.	10.00	3,800.00
8-inch Sewer Pipe	1,180	lin.ft.	1.60	1,888.00
12-inch Sewer Pipe	2,170	lin.ft.	2.00	4,340.00
15-inch Sewer Pipe	980	lin.ft.	3.60	3,528.00
18-inch Sewer Pipe	650	lin.ft.	4.80	3,120.00
21-inch Sewer Pipe	860	lin.ft.	5.15	4,429.00
42-inch Reinforced Sewer Pipe	100	lin.ft.	14.00	1,400.00
Concrete Inlets, Type "G"	35	only	75.00	2,625.00
Concrete Inlets, Type "G-1"	10	only	80.00	800.00
Concrete Inlets, Type "G-2"	1	only	100.00	100.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Concrete Manholes	20	only	275.00	5,500.00
Adjustment of Manholes	5	only	35.00	175.00
Class "A" Concrete in Box Culverts	30	cu.yds.	150.00	4,500.00

Metal Reinforcement in Box Culverts	2,900	lbs.	$ 0.15	$ 435.00
Concrete Curbs	390	cu.yds.	37.50	14,625.00
Metal Guard Rail	3,750	lin.ft.	2.50	9,375.00
Salvage and Reinstall Guard Rail	230	lin.ft.	1.50	345.00
Guide Posts, PW-1	100	only	7.50	750.00
Guide Posts, PY-1	70	only	8.00	560.00
Coarse Crushed Material in Base	90,000	tons	1.75	157,500.00
3/4" - 0 Material in Base	15,700	tons	1.85	29,045.00
Sprinkling	3,760	M-gals.	3.00	11,280.00
Preparation of Base	All Required			1,200.00
3/4" - 0 Material in Binder Course	530	cu.yds.	4.25	2,252.50
RC-250 Asphalt	80	tons	47.00	3,760.00
Class "B" Asphaltic Concrete Mixture	24,000	tons	3.90	93,600.00
Class "C" Asphaltic Concrete Mixture	300	tons	6.50	1,950.00
Asphalt in Mixture	1,340	tons	27.50	36,850.00
RS-2 Asphalt	10	tons	42.00	420.00
Extra for Paving Approaches	110	only	30.00	3,300.00
Asphaltic Concrete Traffic Markers, Type "L"	12,000	lin.ft.	0.65	7,800.00
Illumination Installation, Complete	All Required			2,200.00
Flashing Beacon Revision	All Required			1,500.00
				$562,141.00
Flagging (57½% of Contractor's Cost)	All Required			$ 5,000.00
Signing (Temporary)	All Required			150.00
Seeding and Mulching	All Required			960.00
Adjust Private Water Lines	All Required			3,000.00
Replacement Fencing	All Required			700.00
				$ 9,810.00
	Subtotal			$571,951.00
	10% Engr. & Cont.			57,195.00
			Total	$629,146.00

Length of Roadway - - - - - - - - - - - 3.210 Miles
Cost of Roadway Per Mile - - - - - - $195,995.63

Federal Funds - $396,000.00
State Funds - 233,146.00

$629,146.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Retained in P.S. & E. Status

Description	Total Cost	Federal Funds
Utility Work*	$5,500.00	$3,400.00

* (City of Newberg $3,300.00, Pacific N.W. Bell Tel. Co. $1,100,000,
West Coast Tel. Co. $1,100.00)

Oregon State Highway Department

Federal Aid
Project No. F-73(18)

REX HILL-NEWBERG SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 16, 1962

Type Code 6201
Roadway (Sta. 650+00 thru Equa. 761+67.8=776+09.6 to Sta. 834+00)

Clearing and Grubbing	All	Required		$ 25,000.00
Drainage Excavation, Unclassified	5,350	cu.yds.	$ 3.00	16,050.00
Special Borrow Excavation, Unclassified	700	cu.yds.	1.50	1,050.00
General Excavation, Unclassified	132,000	cu.yds.	0.35	46,200.00
Short Overhaul	473,300	yd.stas.	0.01	4,733.00
Long Overhaul	11,400	C-yd.stas.	0.35	3,990.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	5,500	lin.ft.	0.20	1,100.00
12-inch Corrugated Steel Pipe	165	lin.ft.	3.75	618.75
18-inch Corrugated Steel Pipe	370	lin.ft.	5.00	1,850.00
48-inch Corrugated Steel Pipe	35	lin.ft.	25.00	875.00
18-inch Concrete Pipe	190	lin.ft.	4.50	855.00
24-inch Concrete Pipe	60	lin.ft.	6.00	360.00
36-inch Concrete Pipe	80	lin.ft.	10.00	800.00
12-inch Culvert Pipe	500	lin.ft.	2.50	1,250.00
18-inch Culvert Pipe	200	lin.ft.	4.50	900.00
24-inch Culvert Pipe	90	lin.ft.	6.00	540.00
36-inch Elbow and 36"-18" Reducer	All	Required		300.00
Extra for Pipe Under Pavement	640	lin.ft.	4.00	2,560.00
Salvage and Reinstall Culvert Pipe	190	lin.ft.	3.00	570.00
18-inch Culvert End Sections	6	Only	45.00	270.00
24-inch Culvert End Sections	2	only	75.00	150.00
36-inch Culvert End Sections	1	only	150.00	150.00
6-inch Perforated Drain Pipe	2,400	lin.ft.	2.00	4,800.00
8-inch Rigid-Type Drain Pipe	80	lin.ft.	2.50	200.00
Special Backfill in Drains	380	cu.yds.	6.00	2,280.00
8-inch Sewer Pipe	1,180	lin.ft.	2.00	2,360.00
12-inch Sewer Pipe	2,170	lin.ft.	2.50	5,425.00
15-inch Sewer Pipe	980	lin.ft.	3.25	3,185.00
18-inch Sewer Pipe	650	lin.ft.	3.75	2,437.50
21-inch Sewer Pipe	860	lin.ft.	4.50	3,870.00
42-inch Reinforced Sewer Pipe	100	lin.ft.	12.50	1,250.00
Concrete Inlets, Type "G"	35	only	95.00	3,325.00
Concrete Inlets, Type "G-1"	10	only	110.00	1,100.00
Concrete Inlets, Type "G-2"	1	only	120.00	120.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Concrete Manholes	20	only	300.00	6,000.00
Adjustment of Manholes	5	only	75.00	375.00
Class "A" Concrete in Box Culverts	30	cu.yds.	60.00	1,800.00

Metal Reinforcement in Box Culverts	2,900 lbs.	$ 0.15	$ 435.00
Concrete Curbs	390 cu.yds.	45.00	17,550.00
Metal Guard Rail	3,750 lin.ft.	2.50	9,375.00
Salvage and Reinstall Guard Rail	230 lin.ft.	1.50	345.00
Guide Posts, PW-1	100 only	7.50	750.00
Guide Posts, PY-1	70 only	7.50	525.00
Coarse Crushed Material in Base	90,000 tons	1.60	144,000.00
3/4" - 0 Material in Base	15,700 tons	1.70	26,690.00
Sprinkling	3,760 M-gals.	3.00	11,280.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	530 cu.yds.	4.00	2,120.00
RC-250 Asphalt	80 tons	44.00	3,520.00
Class "B" Asphaltic Concrete Mixture	24,000 tons	4.00	96,000.00
Class "C" Asphaltic Concrete Mixture	300 tons	16.00	4,800.00
Asphalt in Mixture	1,340 tons	30.00	40,200.00
RS-2 Asphalt	10 tons	75.00	750.00
Extra for Paving Approaches	110 only	30.00	3,300.00
Asphaltic Concrete Traffic Markers, Type "L"	12,000 lin.ft.	0.50	6,000.00
Illumination Installation Complete	All Required		1,250.00
Flashing Beacon Revision	All Required		1,600.00
			$524,289.25
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Signing (Temporary)	All Required		150.00
Seeding and Mulching	All Required		960.00
Adjust Private Water Lines	All Required		3,000.00
Replacement Fencing	All Required		700.00
			$ 9,810.00
Utilities			
Work by City of Newberg (Water Dept.)	All Required		$ 3,000.00
Work by Pacific NW Bell Telephone Co.	All Required		1,000.00
Work by West Coast Tel. Co.	All Required		1,000.00
			$ 5,000.00
	Subtotal		$539,099.25
	10% Engr. & Cont.		53,909.75
	Total		$593,009.00

Length of Roadway - - - - - - - - 3.210 Miles
Cost of Roadway Per Mile - - - $184,738.00

Federal Funds - $373,000.00
State Funds - 220,009.00

$593,009.00

Monthly transaction number F-73(18) 3-68	Form [illegible] 2A (5-3[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6195 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
		Project number F-73(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 7, 1962, is hereby modified as follows:

Revised estimated total cost of project	$ 631,060.00
Revised Federal funds	$ 397,000.00
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of March, 1964.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Assistant State Highway Engineer

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By
XX A. W. Parsons Engineer

By: L R Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Federal-Aid
Project No. F-73(18)

Oregon State Highway Department

REX HILL-NEWBERG SECTION OF THE

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include work retained in P.S. and E. status.)

Salem, Oregon, March 3, 1964

Type Code 6201
Roadway (Sta. 650+00 Thru Equa. 761+67.8 = 776+09.6 to Sta. 834+00) (Contract 6195)

Clearing and Grubbing	All	Req.		$ 26,000.00
Drainage Excavation, Unclassified	5,350	cu.yd.	$ 2.75	14,712.50
Special Borrow Excavation, Unclass.	700	cu.yd.	2.00	1,400.00
General Excavation, Unclassified	132,000	cu.yd.	0.49	64,680.00
Short Overhaul	473,300	yd.sta.	0.02	9,466.00
Long Overhaul	11,400	C-yd.sta.	0.35	3,990.00
Finishing Roadbed and Slopes	All	Req.		6,000.00
Rounding Cutbanks	5,500	lin.ft.	0.20	1,100.00
12-inch Corrugated Steel Pipe	165	lin.ft.	3.00	495.00
18-inch Corrugated Steel Pipe	370	lin.ft.	4.50	1,665.00
48-inch Corrugated Steel Pipe	35	lin.ft.	18.00	630.00
18-inch Concrete Pipe	190	lin.ft.	4.60	874.00
24-inch Concrete Pipe	60	lin.ft.	6.00	360.00
36-inch Concrete Pipe	80	lin.ft.	12.00	960.00
12-inch Culvert Pipe	500	lin.ft.	2.20	1,100.00
18-inch Culvert Pipe	200	lin.ft.	4.55	910.00
24-inch Culvert Pipe	90	lin.ft.	7.00	630.00
36-inch Elbow and 36"-18" Reducer	All	Req.		236.00
Extra for Pipe under Pavement	640	lin.ft.	8.00	5,120.00
Salvage and Reinstall Culvert Pipe	190	lin.ft.	6.00	1,140.00
18-inch Culvert End Sections	6	only	50.00	300.00
24-inch Culvert End Sections	2	only	75.00	150.00
36-inch Culvert End Sections	1	only	160.00	160.00
6-inch Perforated Drain Pipe	2,400	lin.ft.	2.00	4,800.00
8-inch Rigid-Type Drain Pipe	80	lin.ft.	2.00	160.00
Special Backfill in Drains	380	cu.yd.	10.00	3,800.00
8-inch Sewer Pipe	1,180	lin.ft.	1.60	1,888.00
12-inch Sewer Pipe	2,170	lin.ft.	2.00	4,340.00
15-inch Sewer Pipe	980	lin.ft.	3.60	3,528.00
18-inch Sewer Pipe	650	lin.ft.	4.80	3,120.00
21-inch Sewer Pipe	860	lin.ft.	5.15	4,429.00
42-inch Reinforced Sewer Pipe	100	lin.ft.	14.00	1,400.00
Concrete Inlets, Type "G"	35	only	75.00	2,625.00
Concrete Inlets, Type "G-1"	10	only	80.00	800.00
Concrete Inlets, Type "G-2"	1	only	100.00	100.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Concrete Manholes	20	only	275.00	5,500.00
Adjustment of Manholes	5	only	35.00	175.00

Class "A" Concrete in Box Culverts	30 cu.yd.	$150.00	$ 4,500.00
Metal Reinforcement in Box Culverts	2,900 lb.	0.15	435.00
Concrete Curbs	390 cu.yd.	37.50	14,625.00
Metal Guard Rail	3,750 lin.ft.	2.50	9,375.00
Salvage and Reinstall Guard Rail	230 lin.ft.	1.50	345.00
Guide Posts, FW-1	100 only	7.50	750.00
Guide Posts, FY-1	70 only	8.00	560.00
Coarse Crushed Material in Base	90,000 ton	1.75	157,500.00
3/4" - 0 Material in Base	15,700 ton	1.85	29,045.00
Sprinkling	3,760 M-gal.	3.00	11,280.00
Preparation of Base	All Req.		1,200.00
3/4" - 0 Material in Binder Course	530 cu.yd.	4.25	2,252.50
RC-250 Asphalt	80 ton	47.00	3,760.00
Class "B" Asphaltic Concrete Mixture	24,000 ton	3.90	93,600.00
Class "C" Asphaltic Concrete Mixture	300 ton	6.50	1,950.00
Asphalt in Mixture	1,340 ton	27.50	36,850.00
RS-2 Asphalt	10 ton	42.00	420.00
Extra for Paving Approaches	110 only	30.00	3,300.00
Asphaltic Concrete Traffic Markers, Type "L"	12,000 lin.ft.	0.65	7,800.00
Illumination Installation, Complete	All Req.		2,200.00
Flashing Beacon Revision	All Req.		1,500.00
			$562,141.00
Flagging (57 % of Contractor's Cost)	All Req.		$ 5,000.00
Signing (Temporary)	All Req.		150.00
Seeding and Mulching	All Req.		960.00
Adjust Private Water Lines	All Req.		3,000.00
Replacement Fencing	All Req.		700.00
			$ 9,810.00
Utilities			
Work by West Coast Tel. Co.	All Req.		$ 343.69
Work by Portland General Electric Co.	All Req.		1,396.23
			$ 1,739.92
	Subtotal		$573,690.92
	10% Engr. & Cont.		57,369.08
	Total		$631,060.00

Length of Roadway - - - - - - 3.210 Miles
Cost of Roadway Per Mile- - - $196,591.90

Federal Funds -	$397,000.00
State Funds -	234,060.00
	$631,060.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

REX HILL-NEWBERG SECTION

PROJECT NO. F-73(18)

Estimated cost of work by the West Coast Telephone Company.

Material	$ 399.93	
Labor	849.72	
Equipment	113.25	
Tree Removal	75.00	
Salvage Credit	4.00	Credit
	$1,433.40	
State Share = 3/11	$ 260.62	Lump Sum

Pole Station 691+50

Material	$ 19.08	
Labor	57.32	
Equipment	6.67	
	$ 83.07	
Total	$ 343.69	

Estimated cost of work by the Portland General Electric Co.

Material	$ 672.20	
Labor	1,078.04	
Equipment	200.00	
Salvage Credit	554.01	Credit
	$1,396.23	

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MAY 1 1 1964
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F 73(1)

6195

May 11, 1964

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

On May 4, 1964, we wrote to you concerning release of final payment on contract #6195, awarded to C. C. Meisel, for grading-paving-illumination on the Rex Hill-Newberg Section of Pacific Highway West in Yamhill County.

Final payment on this contract is $17,827.61 and the total contract amount is $521,757.31, including $12,667.61 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Ins. Co.,
Loll Hamstreet, Res. Agent
185 SW Monroe
Sheridan, Oregon

cc: Standard Accident Ins. Co.,
Portland Branch Office
620 Oregon Bank Bldg.,
Portland 4, Oregon

cc: Mr. C. C. Meisel
P. O. Box 286
McMinnville, Oregon

cc: C. H. Maloon
Attn.: John Kerr

RECEIVED
MAY 1 - 1964

FOR FILING

F 93 (1)

6195

April 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed February 27 on Contract No. 6195. The contract was with C. C. Meisel and was for grading, paving, and illumination on the Rex Hill-Newberg Section of the Pacific West Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 30, 1964, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

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APR 29 1964
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F [illegible]

6195

Salem, Oregon
April 29, 1964

Acceptance of Contract

Mr. L. P. Shaw
Assistant Highway Engineer

Office

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 6195 with G. C. Meisel for grading, paving, and illumination on the Rex Hill-Newberg Section of the Pacific West Highway in Yamhill County, completed February 27, 1964.

L. H. Young
Office Engineer

cc: Floyd Query
C. H. Maison
F. D. Morgan

DBP:ia

F - 73(18)

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING April 18, 1964
	SECTION Rex Hill - Newberg	SECTION PREFIX 36 - 1055
	HIGHWAY Pacific West	COUNTY Yamhill
NAME OF JOB Rex Hill - Newberg	KIND OF WORK Grading, Paving & Illumination	
CONTRACTOR C. C. Meisel Co.	CONTRACT NUMBER 6195	FEDERAL AID PROJECT NUMBER F - 73(18)
DATE OF CONTRACT November 20, 1962	DATE WORK STARTED January 16, 1963	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS 115	WORK DAYS USED 110
PROJECT AUTHORIZATION $652,494.38	ENGINEERING AUTHORIZATION $46,399.60	PERCENT OF TIME ELAPSED 95.7
EXCLUSIVE OF ENGINEERING $606,094.78	ENGINEERING COST TO DATE $61,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $587,472.26	PERCENT OF AUTHORIZATION 131.5%	
ESTIMATED PERCENT OXXXXX UNDERRUN 0.6%	DATE PROJECT WAS COMPLETED February 17, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.21	3.21			3.21
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.21	3.21			3.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	132,000	105,700			24,300
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	129,210	109,420			24,150
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy		
MONDAY	Cloudy		
TUESDAY	Cloudy		NOTED JOHN R. OAKES
WEDNESDAY	Cloudy		20
THURSDAY	Rain - Hail		
FRIDAY	Fair		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 18	

REMARKS

Delivered the semifinal estimate and related supporting data to the Division z Office on Tuesday of this week.

F**I**N**I

cc: BPR

SIGNED James W. Cochell Paul E. Nelson

ADDRESS P.O. Box 282, Beaverton, Oregon 97005

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

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MAR 9 - 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 2, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.7

Oregon Project F-73(18), Rex Hill-Newberg
Additional Point of Private Access, File No. 34054
(Mr. Moehring's 12-17-63 and 2-5-64 letters)

Your proposal to change the location of two points of access and grant an additional access to this property is hereby approved.

Summarizing:

Originally Granted	Actually Constructed	Now Proposed and Authorized		
		Location	Width	Use
817+00	816+53	816+53	35'	Unrestricted
819+00	818+63	818+31	40'	"
		819+26	35'	"

We expect you will submit a revised Sheet No. 9 of the construction plans and a revised Sheet No. 7 of the right-of-way plans depicting the above situation.

Original to Young
3-9-64

NOTED
LLOYD P. SHAW

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FEB 10 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 5, 1964

File No. 34054 - Drake
Investment Co.
Rex Hill-Newberg Section
Pacific Highway West
Yamhill County
Project No. F-73(18)

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Mr. Parsons:

This will reply further on the Grant of Access request on the subject file.

In your letter dated January [illegible], 1964, you requested that we reappraise the granting of an additional point of access to determine whether the original price which we paid is a reflection of today's market. This has now been done, and a review of the matter has been placed on the file by Appraisal Supervisor Carl Smith dated February 4, 1964. Mr. Smith's opinion is rather lengthy, but the sum and substance of his letter [illegible] that the $1,000 figure, as originally proposed by this office, is the amount which we should use as a basis for the granting of the additional point of access.

This matter is of some urgency as the owner of the property would like to commence construction of a filling station as soon as possible. This matter has been approved by our Commission subject to approval by your organization.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED
LLOYD P. SHAW

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - Lloyd P. Shaw ✓
L. H. Young
L. I. Lindas
M. R. Mitchell

RECEIVED
FEB 6 1964

FOR FILING

6195

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 4, 1964

SUBJECT: Thomas H. Lee Complaint
Rex Hill-Newberg Section
Pacific Highway West
Contract No. 6195

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Salem

Reference is made to your letter of January 27, 1964 to Mr. Thomas H. Lee, 2611 N.E. Portland Road, Newberg regarding a complaint concerning his driveway.

Mr. Lee has been contacted by our Resident Engineer James Cochell, and his report regarding the complaint is attached. Mr. Cochell's report and sketch are self-explanatory, and the corrections mentioned thereon have been or will be made prior to completion of the project.

A. E. Johnson
Division Engineer

by

C T Keasey
C. T. Keasey
Assistant Division Engineer

CTK:fb
Encl.
cc F. D. Morgan
J. W. Cochell

NOTED
P. SHAW

OREGON STATE HIGHWAY DEPARTMENT

TO: A.E. Johnson
Division Engineer

SUBJECT: COMPLAINT (Thomas H. Lee) File #186
Contract No. 6195 Rex Hill - Newberg Sect.

FROM: James W. Cochell
P.O. Box 282
Beaverton, Oregon 97005

DATE: February 3, 1964

Enclosed is the file and the report of the investigation made by this office of the complaint of Mr. Thomas H. Lee. Along with the report is a pencil sketch of the area involved and which I hope will help clarify matters for Mr. Shaw.

This office made an appointment to meet with Mr. Lee last Thursday morning. At that time Mr. Lee showed to me on the ground the items that were making him unhappy. (1) The driveway entrance is a bit on the narrow side. This can be remedied at the same time that the patching of walk is completed. (2) The cars running into the ditch? Mr. Lee has no fence on his easterly line and the ground around the tavern and his front yard is on the same level. The cars leaving the tavern parking miss the tavern driveway and run across his line and onto the embankment easement to the west. Two guide posts have been put up on the westerly side of Mr. Lee's driveway, near the curb line. This we hope will act as delineators. (3) As to the Nut House Sign, I told Mr. Lee to register his displeasure with the district Attorney of Yamhill County. This sign is on Easement property and has nothing to do with the construction of the highway under the existing contract.

Sincerely yours,

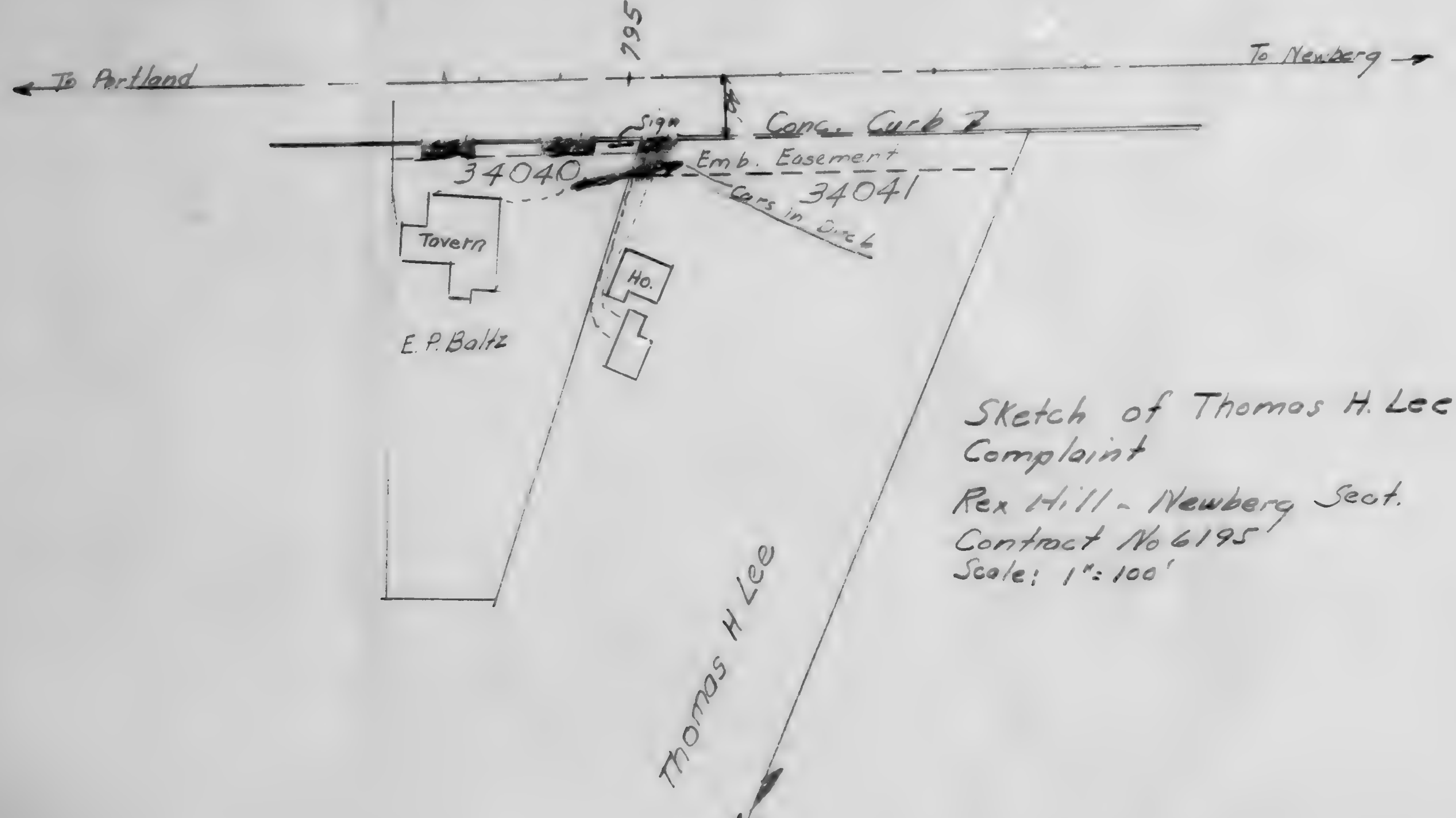
James W Cochell
James W. Cochell
(SIGNATURE)

PLEASE REPLY HERE

CC: ______________________ ______________________ (SIGNATURE) ______________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2



Sketch of Thomas H. Lee
Complaint
Rex Hill - Newberg Sect.
Contract No 6195
Scale: 1" = 100'

REFERRED TO
[illegible]
BY SECRETARY

[illegible]
1-21-64

[illegible]

[illegible]

Thomas H. Lee
2611 N.E. Portland Rd.

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

THOMAS H. LEE
2611 N.E. Portland Road
Newberg, Oregon

RECEIVED
JAN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2? 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 6 1964
FOR FILING

6195

January 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Rex Hill-Newberg Section of the Pacific West Highway, Contract No. 6195, Project No. F-73(18), in Yamhill County, was completed November 27, 1963.

This work was authorized by Order for State Work No. 3, dated July 15, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

cc: J. W. Nash

RECEIVED
DEC 24 1963
FOR FILING

-73(17)

6195

COMMISSIONERS
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 17, 1963

Project No. F-73(18)
File No. 34054-Drake
Investment Co.
Rex Hill-Newberg Section
Pacific Highway West
Yamhill County

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Mr. Parsons:

The new owner of the subject property has requested that the two points of access originally granted be moved, and a third point of access be granted. This matter has been investigated in the field and has been favorably recommended.

In an examination of the Right of Way file and the appraisal, we find that the appraiser has indicated that the value of the third access to this property is $1,000. We plan to grant the third point of access only upon the repayment of $1,000 by the owner.

This Project was acquired under Federal-Aid Right of Way Project Number F-73(17), Rex Hill-Newberg Section, Pacific Highway West, Yamhill County. Construction on this Project is presently under way and the Project Number is F-73 (18), Rex Hill-Newberg Section, Pacific Highway West, Yamhill County.

Attached in triplicate is a sketch of the area whereon is shown in red color the three access points which the adjacent owner has requested. Shown also, are other access points in the area. This is, in essence, a city street section with curbs, and the additional point of access will not be in conflict with the general access policy in the area. Your concurrence in this matter is requested on the basis as outlined above.

Very truly yours,

L. I. LINDAS
Chief Counsel

By D H Moehring
D. H. Moehring
Assistant Right of Way Engineer

NOTED
LLOYD P. SHAW

DHM:gc
Attachments
cc - Lloyd P. Shaw
L. H. Young
L. I. Lindas

RECEIVED
DEC 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1963

FORM E-30 50M 2-63 49607
FOR FILING

F-73 (18)

6145

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1963

SUBJECT: Relocation & Grant of Accesses
New Plaza, Inc. (34054)
Rex Hill-Newberg Section
Pacific Highway West

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from New Plaza, Inc., for a third access to their property. The property is located on the southerly side of the highway and is adjacent to, but outside of, the east city limits of the town of Newberg.

The owners are in the process of developing a shopping center on this property, and have constructed a major portion of the buildings. Their plans include a service station on the northwest corner of the property. In order to provide adequate access to this development, a third point of access is needed. Relocation of the service station is not feasible because of the existing buildings.

When we acquired a construction easement across the front of this property, we allowed 2 accesses and paid $1,000 as damages for restriction of access. Within the next 2,000 feet east, there are 17 unrestricted accesses on the southerly side of the highway. On the northerly side, where we acquired no property and no access control, there are 13 access points constructed in the same 2,000 feet.

This has been disuussed with Mr. Brooks of the BPR who wishes to withhold comment until we make a formal request to them.

It is recommended that the request for the relocation of the two existing accesses and the grant of the third access be approved, subject to the repayment of the $1,000 damages paid for access restrictions.

A small map showing the proposed accesses, and all the data submitted by the property owner is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc W. T. Wright

original To Morgan with file
cc Wright 12-13-63

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DEC 6 - 1963

~~FOR FILING~~
F-95(1)

6195

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1963

SUBJECT: Rex Hill-Newberg Section
Pacific Highway West
Contract No. 6195

To: Mr. Tom Edwards
Assistant State Highway Engineer

BUILDING

You may recall that on November 19 a Mr. and Mrs. L. D. Lichtenthaler of Newberg were in your office with a complaint of a flooded basement, and they were referred to me for handling.

At that time the Lichtenthalers were assured we would correct any malfunction resulting from recent construction.

Division I was contacted and a copy of their report is attached indicating the complaint has been settled to the satisfaction of the Lichtenthalers.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: L. P. Shaw

NOTED
TOM EDWARDS

RECEIVED
DEC 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

TO: A. E. Johnson
Division Engineer

SUBJECT: DRAINAGE COMPLAINT (Litchenthaler) ✓
Rex Hill-Newberg - Contract # 6195 ✓

FROM: James W. Cochell
P.O. Box 282
Beaverton, Oregon 97005

DATE: December 2, 1963

The complaint registered by Mr. L. Litchenthaler, relative to his basement being flooded by the recent construction project, has been corrected.

The subject owner has a 4 inch drain tile extending from his basement, easterly across Deborah Road. This tile was connected to an 8" perforated pipe during the 1935 construction project and emptied into the highway ditch. With the construction of concrete curbs and a walk, the ditch has been eliminated. The 8" pipe was extended and connected to the storm drainage system.

Investigation of the complaint showed that two joints of the original 8" pipe had become crushed and in-operative. The two sections have been replaced and the drain is now functioning properly.

I talked to Mrs. Litchenthaler on Wednesday, November 27, 1963, at which time she indicated to me that she was satisfied with the work as completed.

James W Cochell
James W. Cochell
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
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3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

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6195

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1963

SUBJECT: Asphaltic Concrete Pavement Overlays

To:
Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

This report concerns mainly four projects of a comparable nature where AC pavement was placed over existing concrete pavement. Each project will be considered separately regarding existing conditions prior to construction, problems of construction, controls used, and observed results. The projects are as follows:

I. REX HILL-NEWBERG SECTION, PACIFIC HIGHWAY WEST, C. C. Meisel, Prime Contractor, Babler Bros., Paving Subcontractor. Length, 3.21 miles. Grading and Paving.

(a) Section prior to construction was a two-lane portland cement concrete pavement. Pavement was somewhat out of shape throughout with the major distortion being at the easterly hill portion of the project.

(b) The specifications required widening to a four-lane section with a 19-inch base course on the portions outside the existing PCC pavement. A minimum of a 1-1/2-inch layer of AC pavement was to overlay the old PCC pavement and a thickness of 3-1/2 inches of AC pavement on the balance of the travel lanes.

(c) According to the Resident Engineer, there were no problems encountered out of the ordinary on the grading and surfacing operation. Specified compactions as required were obtained on both the grading and surfacing.

(d) Crushing and AC plant operations were normal.

(e) Contractor - Engineer relations were also reported normal.

(f) There was no specification regarding a patching course for leveling the existing PCC pavement. However, the Resident Engineer required the contractor to machine patch in several out of shape areas. Estimated total length of patching was approximately 1,000 lineal feet.

(g) As this was an overlay, grades were to be established as close as practical to the existing PCC pavement. These grades were established by multiple line profiles which would best fit the existing pavement.

(h) Construction grade control for the bottom or base lift of the AC pavement was established by setting grade stakes. The top of these stakes being set to elevations as determined by the previously calculated grade lines. The pavement laying machine then attempts to lay a mat which meets the top of these stakes and holds the proper grade in between them. (Where the original ground on which the machine travels is uneven, this is a difficult thing to accomplish.) The top lift of AC on this project was placed without aid of grade control but to its specified depth of 1-1/2 inches.

(i) From observance of the finished product, and its riding qualities, the eastbound inside lane would be considered to be the best with the eastbound outside lane also showing a good ride. The westbound inside lane could be considered as fair and the westbound outside lane having some unevenness and bumps especially at the easterly end of the project where the old PCC was roughest.

(j) Test results on AC compaction for the project are considered poor. There being quite a few below the specified limits. The exact reason for this has not been determined. Rolling equipment was standard and up to specifications. There appeared to be no problems concerning the AC mix itself. The Resident Engineer reported a hard, solid surfacing on which the AC was placed. It is possible the low compactions may be due to rolling methods.

(k) Riding over the project, it was noted that some of the joints were quite rough. The Resident Engineer stated that work still remains to be done on feathering to existing pavement at the ends of the project as these areas are quite rough.

II. NORTH YAMHILL RIVER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST, Babler Bros., Prime Contractor. Length, 2.0 miles. Grading and Paving.

(a) The section prior to construction was a two-lane PCC pavement. The pavement had some variation as to grade and crown but was generally in a fair condition.

(b) The specifications called for required widening to provide a four-lane' section with a 19-inch thickness of base course on portions outside the existing pavement. Plans called for a Class "C" Asphaltic Concrete to be used in patching exising holes and unevenness on the existing PCC pavement. There was some PCC existing pavement to be removed. A 3-1/2-inch thickness, on travel lanes, of Class "B" Asphaltic Concrete was to be placed on portions outside the PCC pavement limits and a 1-1/2-inch thickness of AC to cover the existing PCC pavement.

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(c) No out of the ordinary problems were encountered on grading or surfacing and proper compactions as specified were attained.

(d) Crushing and AC plant operations were considered normal.

(e) Contractor - Engineer relations were also normal.

(f) Grade lines were established by means of line profiles being based as much as practical on the grades of the existing PCC pavement.

(g) Out of shape areas of the PCC pavement were patched and the laying of the AC pavement lifts was then started.

(h) Control of grade, crown, etc. for laying the AC pavement on all lifts placed to date was done by means of a tight stringline with control points not over 25 feet apart.

(i) This project is not fully complete as far as the pavement is concerned at this time, but its general appearance and riding qualities are considered good. Joints appear good in most cases. It is believed that if the present controls are continued, a good job will be obtained.

III. N. JEFFERSON JCT.-N. ALBANY JCT. SECTION, PACIFIC HIGHWAY, I-5S.

Page Paving Company, Prime Contractor. Length, 9.72 miles. Paving Project.

(a) This section involved the northbound lanes of the divided highway. The highway prior to construction was a two-lane PCC pavement which had suffered panel movement thus having a poor riding surface throughout.

(b) Specifications required a pumping of heavy asphalt under the existing PCC pavement in order to secure a more level section. Following this, 3-1/2 inches of Class "B" Asphaltic Concrete was to be placed in two separate lifts of 2 and 1-1/2 inches. This was primarily an overlay of the existing PCC.

(c) Handling of traffic was a problem but was well worked out. Other problems were only considered as normal to any like project.

(d) After the existing PCC slabs had been leveled, the Resident Engineer ran a multiple line profile and established his grades from it. Grades were established for the bottom lift on the roadway by means of spikes and stringline and this first lift of AC placed acted as the leveling course. The top lift was placed without stringline to its specified depth of 1-1/2 inches.

(e) Rolling equipment was considered normal but was checked out for specifications and found to require some additional adjustments as to weight, etc. Compaction results showed the product to be substantially within specifications.

(f) Riding qualities and general appearance are considered good for this project.

(g) Contractor - Engineer relations appeared to be normal.

(h) Inspection was discussed and observed during the progress of the project. On this project inspection appeared adequate.

IV. BASKETT SLOUGH-RICKREALL SECTION, PACIFIC HIGHWAY WEST.
Salem Road & Driveway Company, Contractor. Length, 1.5 miles. Grading and Paving.

(a) This section prior to construction was a two-lane highway with a PCC pavement which would be considered a rough riding surface with some distortion.

(b) Specifications required widening with 20-1/2 inches of surfacing outside the existing PCC and 3-1/2 inches of AC to be placed over the entire travel lanes of the roadway in two lifts, 2 inches as a base course and 1-1/2 inches top course.

(c) According to the Resident Engineer, there were no problems over normal on grading and surfacing and all compactions and specifications as required were obtained.

(d) Contractor - Engineer relationship was normal.

(e) There was no specification as to patching over the existing PCC pavement; however, it was considered in this case the bottom lift of AC substantially acted as a leveling course.

(f) Grade control was attained by first running a multiple line profile and from this establishing construction grades. Field control for the top of each AC lift was attained by use of grade stakes or pine set at intervals of not over 25 feet and then using a tight stringline. This system of stringline was used on each lift of AC. The use of Swede levels was also incorporated into this project in order to determine high and low areas of the existing pavement.

(g) Inspection as far as could be ascertained was adequate for the most part.

(h) Appearance of the completed project is generally good. Riding qualities were considered good. There were a few isolated areas where slight undulations were apparent and visually there appeared to be a few long swells or dips. These swells or dips were not noticeable as far as riding quality was concerned and could not have been taken out with the planned section of overlay.

CONCLUSIONS

The results of the investigation of these comparable projects indicate numerous areas of inconsistency in both location and construction. Until these are corrected, a first-class product will not be achieved.

The following discussion lists the discrepancies observed along with recommendations for correction.

I. PLANS AND SPECIFICATIONS

(a) In the case of the Rex Hill-Newberg Section, plans and specifications did not allow for a leveling course of AC to smooth up the existing pavement prior to final AC lift. A Price Agreement from the Resident Engineer and Division level would probably have been in order to alleviate this situation. I would recommend that in all cases of overlays, a smoothing or patching course be specified. Blade patching is recommended for abrupt discrepancies while machine method may be adequate for long, shallow patching and smoothing needs. Where patching depths are over 2-1/2 inches, two or more lifts should be required as it is difficult to establish a true grade in deep lifts due to loss in depth due to compaction. It is also recommended that the smoothing or patching course of AC be a "C" mix, this to allow for closer control on feathering.

(b) Some Engineers suggested that part of the roughness of AC pavement could be attributed to old loose and worn out equipment used by contractors. This no doubt could be true. According to Section 2.18.14 of our General Specifications the Engineer has the right to insist that equipment used be in a satisfactory condition. This item will be taken up during the instruction classes this winter.

(c) The use of electronic devices on laydown machines was discussed. It is believed that the electronic device definitely has its advantages in certain places as a control. It would be recommended that the device be required but to be used at the discretion of the Engineer.

(d) It is believed there may be some laxity in the amount of rolling equipment required. Also through discussion with the Engineers, it is questionable whether some have checked the equipment to see if requirements are being met. It is believed that this is a major factor in securing adequate compactions. Also, rolling procedures appear to be a problem. This problem also will be a topic of discussion at the instruction classes this winter.

II. FIELD CONTROL

This is the area in which the largest discrepancy in standard procedure seems to lie. Each Engineer operates somewhat differently. A certain degree of difference is justified to fit the conditions of the project; however, a standard pattern as a basis does not seem to prevail.

(a) In the projects studied, all Engineers appear to have obtained adequate grading and surfacing requirements under normal conditions. All have used the method of multiple level lines to establish construction grade lines. From here on, however, the pattern changes. Construction control for grade, crown, etc., varies. Some use only grade stakes. Some use grade stakes with stringline control throughout on all phases. Some use a combination. One Engineer has gone further and employs the use of Swede levels, especially in areas of changing grade line conditions such as roadway intersections and unusual conditions or variation. This is highly commendable for in proper usage of the Swede level method, more accurate results may be obtained than in the conventional method. It also has its advantages in determining high or low places in existing pavement.

Considering all conditions observed and the specifications and plans as set up, there was no question as to which method had obtained the best results.

Riding qualities and general appearance were considered generally better in cases where full control from bottom to top was used. The only question is whether even this control by stringline on each lift to secure the results desired is adequate.

Results as attained by PCC where outside forms or rails are established at exacting elevations probably would be considered best; however, compactions and also economics enter the picture and it is questionable at this time if this method is desired. There is, however, another method which employs the use of a device which is adjustable for line and grade and uses steel wire as the control. This is now being made commercially or could be shop constructed if desired. It is recommended that a control such as this be tried and that the control be exercised on all lifts of the AC pavement operation.

Joints, neat lines and feathering of lifts appears to need attention. Many rough joints were prevalent on the projects investigated. This is a field problem of construction and inspection. The use of 10-foot straight edges and stringline is recommended on inspection and more workmanship effort by the contractor should be required.

Contractor - Engineer relations on all projects appeared to be normal.

Inspections were discussed and it is believed there can be an overall improvement made. Grading and surfacing work has improved through the use of field testing control. Workmanship on the AC laydown needs improvement. Plans are being made at present for instruction classes for Resident Engineers and inspectors in which all testing and inspection work will be discussed. It is anticipated that these classes will tend to improve both the inspection personnel and the projects. Although improvement has been made, there still remains a shortage of well-trained inspectors.

F. D. Morgan
Construction Engineer

By

John H. Walker
Field Testing Engineer

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DEC 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fp
cc Lloyd Shaw

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NOV 27 1963
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6195

November 25, 1963

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Utility Adjustments
Rex Hill-Newberg Section
Pacific Highway - Yamhill County
Project No. F-73(18) - Contract No. 6195
YOUR FILE: Estimate No. 68268

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of October 29, 1963.

Reimbursement for the work performed subsequent to October 29, 1963, in the amount of $1,396.23, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm

cc: L. P. Shaw ✓
A. W. Parsons
L. H. Young
C. H. Maison
A. E. Johnson
J. W. Cochell
B. P. Huntley
Jack Hesla

RECEIVED
NOV 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1963

FOR FILING

F-73(18)

175

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 18, 1963

Original signed by
G. R. Brooks
Engineer

By:

A. W. Parsons, Division Engineer
08-35.4-EC Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project F-73(18)
Rex Hill-Newberg Section
Portland General Electric Co. Utility Adjustment

Our letter of October 29, 1963 approved the subject agreement but withheld approval of method of payment being on a lump sum basis.

Your letter of November 12, 1963 provided a specific request from the utility regarding method of payment. On the basis of this request we hereby approve reimbursement on a lump sum basis in the amount of $1,396.23.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
11-21-63

RECEIVED
NOV 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-73(18)

6195

November 13, 1963

West Coast Telephone Company
233 South 2nd Street
Hillsboro, Oregon

ATTENTION: Mr. George Darrow

Re: Telephone Line Adjustment
Rex Hill-Newberg Section
Pacific Highway West
Yamhill County
Project No. F-73(18)
Contract No. 6195

Gentlemen:

Your estimate and sketch map for the second adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of November 4, 1963.

Please contact Mr. J. W. Cochell, Resident Engineer, P. O. Box 282, Beaverton 97005, Phone MI 6-1222, at least three days prior to the beginning of the work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to November 4, 1963, in the amount of $83.07, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
A. E. Johnson
J. W. Cochell
B. P. Huntley
Jack Hesla

NOTED
LLOYD P. SHAW

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 12 1963

FOR FILING

[illegible]

November 4, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project F-73(18), Rex Hill - Newberg Section
West Coast Telephone Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project. You were authorized to proceed with the adjustment of the above mentioned company's facilities included in the project estimate on May 3, 1963. However, a construction change has made it necessary to make further adjustments.

We hereby approve the second agreement, as evidenced by your Staff Attorney's letter dated August 27, 1963, and the above mentioned utility's letter dated September 27, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Hardie's letter dated October 23, 1963. Reimbursement on an agreed lump sum basis of $83.07 is approved.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective October 26, 1963. You now are authorized to proceed with actual adjustments for the above mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original to Young
11-8-63

NOTED
LLOYD P. SHAW

RECEIVED
NOV 1 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

October 29, 1963

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

By: G. R. Brooks
District Engineer

Oregon Project F-73(18), Rex Hill-Newberg Section
Portland General Electric Company Utility Adjustment

Our memorandum dated October 29, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project. You did not request authorization to proceed with adjustment of the above-mentioned company's facilities included in the project estimate. However, a construction change has made it necessary to make further adjustments.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 27, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated September 17, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated October 4, 1963. Reimbursement on an agreed lump sum basis of $1,396.23 is not approved, since the utility's letter does not request payment on this basis.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective October 26, 1963. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

OCT 30 1963

NOTED
LLOYD P. SHAW

Original To Young
11-1-63

RECEIVED
OCT 28 1963

FOR FILING
F-73(18)
6195

October 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-Supplemental covering adjustment of private water lines on the Rex Hill-Newberg Section of the Pacific West Highway in Yamhill County, Contract No. 6195 in connection with Federal-Aid Project No. F-73(18).

This supplemental order is to cover the overrun of private water line adjustment. Additional lines and services were encountered during construction that were not shown on the plans.

The original order was approved by the BPR on March 1, 1963.

This supplemental order was verbally recommended for approval by the BPR Area Engineer October 21, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
OCT 24 1963
FOR FILING

6195

October 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Rex Hill-Newberg Section
Pacific Highway West
Yamhill County
Project F-73(18)
Contract 6195

Dear Sir:

Herewith are two copies each of the estimate, sketch and Staff Attorney's letter covering additional adjustment of West Coast Telephone Company facilities in connection with construction on the subject project.

Your approval of the agreement as evidenced above and authorization to proceed with the work with reimbursement to be made on lump sum basis under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

RECEIVED
OCT 7 1963

FOR FILING

6148

October 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Rex Hill-Newberg Section
Pacific West Highway
Yamhill County
Project No. F-73(18)

Dear Sir:

Due to the necessity of obtaining additional borrow excavation to complete the subject project, it is necessary to raise two Portland General Electric Company poles ten feet. The obligation of the State to reimburse the company is established by the Staff Attorney's letter dated August 27, copies of which are attached. Also included are the following data:

1. Two copies of the Field Utility Engineer's letter of transmission, with the recommendation for reimbursement on lump sum basis.

2. Two copies of the company's estimate of cost for making the adjustment.

3. Two copies of the sketch prepared by the company showing the adjustment to be made.

Your approval of the agreement as evidenced above, with reimbursement to be made on lump sum basis, and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:er
Enclosure

RECEIVED
AUG 13 1963
FOR FILING

6195

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

August 9, 1963

Original signed by
G. R. Brooks
Dist. Engineer

A. V. Parsons, Division Engineer
Salem, Oregon

by G. R. Brooks
District Engineer

Oregon FAP F-73(18)
Rex Hill - Newberg Section
Contract No. 6195
Order for State Force Work No. 3

Reference is made to your letter dated July 26, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-4.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

[illegible]

original To Young
with attach.
8-13-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 26 1963

FOR FILING

6195

July 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Rex Hill - Newberg Section of the Pacific West Highway in Yamhill County, Contract No. 6195, in connection with Federal-Aid Project No. F-73(18).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $960.00 with Federal participation of $576.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pac

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. F[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUN 27 1963
FOR FILING
F-73(18)

NOTED
R. L. PORTER

June 26, 1963

City of Newberg
Newberg
Oregon

Attention: Mr. Herbert Swift
City Attorney

Re: Water Line Adjustments
Rex Hill-Newberg Section
Pacific Highway West
Yamhill County
Project No. F-73(18)

Gentlemen:

Your attention is called to our utility letter dated November 15, 1962, in which the conflicting water facilities are listed. In addition there is shown the right by which the facility occupies State Highway right of way. You will note that items (3) and (4) occupy the right of way under State Highway permit No. 626, dated December 6, 1934, and item number (1) occupies State Highway right of way under State Highway permit No. 3187, dated October 16, 1950. A perusal of these permits reveals that the City agreed that upon 10 days notice the City would move the facilities with which the permits are concerned at City's expense. Since these permits were executed by duly qualified officials of the City of Newberg, it appears that the City is contractually bound to move these facilities at its own expense upon notice by the Highway Department of the need of such right of way for highway purposes. Our letter of November 15, 1962, constituted the required notice by the Department.

So far as item number (2) is concerned, your attention is called to the provisions of ORS 374.307. This statute provides for 30 days notice after which removal must be made by the person, corporation or firm which has constructed the facility within the right of way. Such removal is at the sole expense of such person, firm or corporation.

R. L. N.

It appears therefore that the permits and the statute above-cited fully dispose of this question. For your information this matter was litigated in the Circuit Court of the State of Oregon for Jackson County in the following cases where private utilities occupied city streets:

Case No. 59-183E, State Highway Commission vs. California-Oregon Power Corporation;

Case No. 59-326E, State Highway Commission vs. Oregon Water Corporation; and

Case No. 59-355, State Highway Commission vs. California-Pacific Utilities.

The State prevailed in each of these cases in its contention that the utility was required to move its facilities, which were in the State's right of way, that was formerly city streets, at their sole expense.

The case of Multnomah County vs. Rockwood Water District, 219 Or. 356, deals with this problem and although this case is stated in the reverse of the present situation, it is our belief that the Supreme Court would rule that where the water district occupied a county road right of way, which became a State highway right of way, that the water district would have to pay its cost of relocation when requested to relocate its facilities by the Highway Commission.

If you have available the Highway Research Board's Special Report No. 21, published in 1955, Appendix B, Section 1, you will find many cases reported there upon this question. Among these cases are:

Western Gas Co. of Wash. v. Bremerton,
21 Wash.2nd 907, 153 P.2d 946;

In re Delaware River Joint Commission,
342 Pa. 119, 19 A.2nd 278; and

Lewiston-Reedsville Water Co. v. Commonwealth of Pa.
49 Dau. Co. Rep. (Pa.) 18 (1940).

The following in recent cases are in point:

> Washington Natural Gas Co. v. City of Seattle,
> 373 P.2nd 133 (1962 case);
>
> Washington State Highway Commission vs.
> Pacific Northwest Bell Telephone Co.
> 367 P.2nd 605; and
>
> State v. Peoples' Utility District #1
> of Clark County
> 349 P.2nd 426 (1960 case).

You may be able to find these cases in the County Law Library.

It is noted that the City of Newberg does not have the funds with which to pay the cost of making the required adjustments of its water facilities. The Commission in the past has been most understanding in such situations and has been willing to accept, under an agreement, any reasonable deferred payment program, which the various public bodies have suggested.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr

cc: R. L. Porter
Ted Litchfield
G. E. Rohde

RECEIVED
JUN 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 8, 1963

West Coast Telephone Company
1800 - 41st Street
Everett, Washington

ATTENTION: Mr. L. S. Hankinson

Re: West Coast Telephone Relocation
Rex Hill-Newberg Section
Pacific Highway
Yamhill County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 3, 1963.

Please contact Mr. J. W. Cochell, P. O. Box 282, Beaverton, Oregon, Phone MI. 6-1222, at least three days prior to the beginning of the work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to May 3, 1963, in the amount of $260.62, will be made in accordance with paragraph 7-c(3) of PPM 30-4 after receipt of your statement. Please be sure to include the beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

FGP:bjh

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
A. E. Johnson
J. W. Cochell
B. P. Huntley
J. M. Cartwright

RECEIVED
MAY 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer May 3, 1963
Salem, Oregon

By:
A. W. Parsons, Division Engineer G. R. Brooks
08-33.4-0 Salem, Oregon District Engineer

Oregon Project F-73(18)
Rex Hill-Newberg Section
West Coast Telephone Company
Utility Adjustment

Our memorandum dated October 29, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated November 15, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated April 15, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated April 23, 1963. Reimbursement on an agreed lump sum basis of $260.62 is approved.

Our program memorandum dated October 29, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective October 26, 1962. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
5-14-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 4 - 1963

OR FILING

F-73( )

6196

April 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the Rex Hill-Newberg Section of the Pacific West Highway in Yamhill County, Contract No. 6195 in connection with Federal-Aid Project No. F-73(18).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen. It is an anticipated item in the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
MAR 5 - 1963
FOR FILING

F-73(18)

6195

March 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering adjustment of private water lines on the Rex Hill-Newberg Section of the Pacific West Highway in Yamhill County, Contract No. 6195, in connection with Federal-Aid Project No. F-73(18).

It is necessary to adjust private water lines which were originally located outside of the old right of way but due to widening will have to be relocated. This order does not include any portion within the city limits of Newberg.

This is an anticipated item.

This work was ve bally recommended for approval by the B.P.R. Area Engineer March 1, 1963. Approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Enc.

CWY:er

RECEIVED
FEB 8 - 1963

FOR FILING

F-ME(17)

6195

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 4, 1963

SUBJECT: Construction Speed Zone
Pacific Highway West

Agenda Item: 3b(3)

To:

MEMO TO FILE

The State Highway Commissionat its meeting of January 31 approved establishment of the following temporary construction speed zone:

35 MPH ... on the Rex Hill-Newberg Section of the Pacific Highway West between M.P. 19.75 and 23.10 in Washington and Yamhill counties, effective 8 a.m., January 17, 1963.

for F. B. Crandall
Traffic Engineer

nje

cc: Tom Edwards
Frank Morgan
A. E. Johnson
R. D. Conklin
W. P. Huntley

RECEIVED
JAN 23 1963
FOR FILING

F-73 (1W)

6195

January 22, 1963

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone on the Rex Hill-Newberg Section of the Pacific Highway West, No. 1W, between M.P. 19.75 and M.P. 23.10 in Washington and Yamhill Counties.

This restriction is to be placed in effect 8:00 a.m., Thursday, January 17.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pk bbc

RECEIVED
DEC 20 1962
FOR FILING

F-73(18)
6195

December 19, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Rex Hill-Newberg Section of the Pacific West Highway in Yamhill County, Contract No. 6195, in connection with Federal-Aid Project No. F-73(18).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
DEC 14 1962
FORM E-30X—50M—11-61—40231
FOR FILING

6195

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 7, 1962

SUBJECT: Assignment No. 357-TE
Moving of Monument
Newberg Chamber of Commerce

To:

357

Mr. John Phillips
Assistant Maintenance Engineer
Salem

Please be advised that the monument at Newberg on 99W was moved to the new site today.

This was moved to a site which was approved by the Newberg Chamber of Commerce, as noted in their letter of October 10, 1962, copy attached.

B P Huntley
B. P. Huntley
District Maintenance Superintendent

BPH:en

Encl.

cc: A. E. Johnson

NOTED
TOM EDWARDS

RECEIVED
DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NEWBERG CHAMBER OF COMMERCE NEWBERG, OREGON

October 10, 1962

Mr. B. F. Huntley
District Maintenance Superintendent
2131 S. W. Scholls Ferry Road,
Portland, Oregon

Re: Large log sign
East entrance to
Newberg [illegible]

Dear Mr. Huntley:

At a meeting held this summer between yourself, Chet Windsor and Sid Collier, the latter two being with the Newberg Chamber of Commerce, a new site was selected for the above mentioned sign.

Upon returning from my vacation, the new site was brought up at a Board meeting of the Newberg Chamber of Commerce and was given their approval.

On behalf of the Newberg Chamber of Commerce, I would like to thank you for your time and effort for this selection of a new site and relocating the sign for us.

Very truly yours,

Bruce W. [illegible],
President

RECEIVED
NOV 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 21, 1962

C. C. Meisel
Box 206
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on November 20, 1962, awarded to you State Highway Contract No. 6199 for the following project:

Grading, paving & illumination on Rex Hill-Newberg Section of Pacific Highway West in Yamhill County

This award was based on your low bid of $362,141.00 which was submitted to the Commission on November 20, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
[illegible] 1962
FOR FILE

477 Cottage Street, N.E.
Salem, Oregon

November 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

A. F. Bester
Assistant Engr. Coordinator

Oregon Project F-73(18)
Rex Hill-Newberg Section
Pacific Highway West

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6195 to C. C. Meisel of McMinnville, low bidder in the amount of $562,141.00 at the November 20, 1962 bid opening.

Mr. Wright's October 19 letter on right-of-way status indicated that a small store building had not yet been removed from the right-of-way for this project. We have now been informed by Mr. Wright's office that the building has been removed.

To Mr. Litchfield's letter of November 19, 1962, were attached copies of the Staff Attorney's letters to utilities involved in this project. As stated in our October 29, 1962 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Young
11-27-62

RECEIVED
DEC 4 1962
FOR FILING

F-73 ([illegible])

6195

MISC. CONTRACTS and AGREEMENTS No. [illegible]

Salem, Oregon
November 8, 1962

Agenda Item 4-u
Throughway Agreement
Rex Hill-Newberg Section
Pacific Highway West
Yamhill County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement with Yamhill County covering the Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Yamhill County.

Secretary

FH
Attach: 1

RECEIVED
OCT 31 1962
FOR FILING

F 73 (11)

6195

October 31, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 1 Highway Commission meeting will be the matter of entering into a throughway agreement with Yamhill County in connection with the Rex Hill-Newberg Section.

This is a routine matter. It is recommended that it have your favorable consideration and that you authorize the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox

RLP:ajw bbc

RECEIVED
OCT 30 1962
FOR FILING
F-73 (18)
6175

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 29, 1962

By:
A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project F-73(18)
Rex Hill-Newberg Section
Grading, paving and illumination

P. S. and E. documents and traffic control measures outlined in Mr. Porter's October 16, 1962 letter for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's October 19, 1962 letter with the expectation that all parcels will be available for occupancy and contractor's use prior to award.

Your October 19, 1962 status of preparatory work for utility adjustments indicates that some possible delay may be involved due to priority assigned to repair of storm damage. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate and further advice on status should be furnished prior to our concurrence in award of contract. Exchange of correspondence with the City of Newberg will be acceptable for a utility agreement on this project since a major portion of the improvement involves existing State Highway rather than city street rights-of-way. Consequently utility adjustments other than portions which may be later determined as being located within the narrow strips of right-of-way acquired under Project F-73(17) will be non-reimbursable. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
10-30-62

NOTED
R. L. PORTER

RECEIVED
OCT 17 1962
FOR FILING

F-73(18)

6195

October 16, 1962

Mr. A. V. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Rex Hill-Newberg Section
Project F-73(18)

Dear Sir:

In lieu of the normal City-State agreement, we are furnishing a formal statement in accordance with your Instructional Memorandum 21-10-60 describing traffic control measures on the Rex Hill-Newberg Section between Springbrook Road and the end of the project in Newberg.

A city agreement is not required since no city-owned utility adjustments are involved and the section was designated as a throughway on November 3, 1948, prior to the extension of the corporate limits on February 5, 1959; consequently, the State Highway Commission has authority to control parking in accordance with ORS 483.346.

Parallel parking will be permitted on both sides of the roadway between Springbrook and Villa Roads. No parking will be permitted from Villa Road westerly to the end of the project.

The flashing beacon at Springbrook Road will be revised to conform with the new design of the highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

HSC:mm

cc: H. S. Cox

RECEIVED
1962
FOR FILING

F-73(11)

10/75

40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1962

SUBJECT: Parrett Mountain County Road
Rex Hill-Newberg Section
Pacific Highway

To:

Mr. R. L. Porter
Asst. State Highway Engineer
BUILDING

Attached is a letter to you from the County-City Relations Section along with a sketch showing the profile from the present Parrett Mountain County Road and our proposed revision.

The profile of the proposed road has been improved to give an excess of 50' of 2% grade prior to traffic getting to our highway shoulder. I would think that with this revision the County would be satisfied with this connection.

I am, by a copy of this letter, requesting the County-City Relations Section to again contact the County and determine if this revised grade will meet their objections.

F. D. Morgan
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jd
Attachment
cc: H. S. Cox-with Attachment

RECEIVED
SEP 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 1962
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO [illegible]
FOR
R. L. PORTER

Your comments please
9-6-62

Salem, Oregon
September 5, 1962

To: Mr. R. L. Porter
OFFICE

SUBJECT: Rex Hill-Newberg Section
Pacific Highway West
Yamhill County

On Friday, August 31, 1962, John Graham and I contacted Glenn Jacob, Yamhill County Engineer, concerning the above subject. We discussed the project in general with particular emphasis on county road connections.

Mr. Jacob was very strongly opposed to the Parrett Mountain Road connection at the top of Rex Hill opposite approximate Station 660. Although he conceded that the new connection would be an improvement over the old one, nevertheless, it is his feeling that with the increased traffic volume and speed on the new highway facility, the proposed Parrett Mountain Road connection would be a definite hazard to both county road and highway traffic, particularly during ice and snow conditions. He would like to see a flatter grade with a definite level stopping area to prevent county road vehicles from skidding dangerously out on the highway. He also mentioned the fact that at one time the State owned sufficient right-of-way to take care of the situation but sold it a few years ago as excess property.

We made no promises to Mr. Jacob except that his objections and comments would be reported to you. It was our feeling that this could develop into a bottleneck when it comes time for the Yamhill County Court to sign the throughway agreement covering the proposed construction.

Robert H. Prange
Robert H. Prange
County & City Relations Field Engineer

RHP:mm

cc: F. D. Morgan
A. E. Johnson

RECEIVED
SEP 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 1962
FOR FILING
F-73 (17)
3½ 195

477 Cottage Street, N.E.
Salem, Oregon

August 3, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project F-73(17)
Rex Hill-Newberg Section
Right-of-Way

Returned herewith are the approved right-of-way plans for the subject project. This office authorized the acquisition of right-of-way on April 20, 1962. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval under separate cover.

Attachment

Original To Young
with plans
8-7-62

RECEIVED
JUL 11 1962
FORM E-30 80M 11-61 40280
FOR FILING
F-43 (18)
6195

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1962

SUBJECT: Moving Monument, City of Newberg

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

In reply to your letter of June 25, I contacted Mr. C. N. Windsor, manager of the Newberg Chamber of Commerce on July 5 regarding the moving of the monument at the east city limits of Newberg. Mr. Windsor advised me that Mr. B. P. Huntley was to pick a new site for the monument for their consideration and would advise them when it would be necessary to move the monument due to construction date of the project.

Estimated cost of moving the monument by the bridge crew would be approximately $75.00.

As soon as Mr. Huntley has found a suitable and approved location I will have the monument moved. Mr. Huntley advised me by phone this date that he had advised Mr. Windsor that there was no space available within the Project's right of way limits for placing the monument and the city will possibly have to secure an easement on space that would be suitable to them for placing the monument. Mr. Huntley is checking further and will contact Mr. Windsor this week.

H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

HWH:wg
cc: L. A. DeFrance
A. E. Johnson
B. P. Huntley
R. V. Cotton

Copy [illegible] Cooper [illegible] 7-11-62 [illegible]

RECEIVED
JUL 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 1962
FORM E-30, 50M 11-61 40830
FOR FILING
F-43 (11)
6135

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1962

SUBJECT: Assignment: 357-TE
Request for Assistance
in Moving Monument
Newberg Chamber of Commerce

357 **To:**

Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Attached is a copy of a letter received from Division Engineer A. E. Johnson requesting permission to work with the Chamber of Commerce of Newberg in moving the monument to its new location. Mr. Johnson advises the movement can be made for a very nominal expenditure.

Mr. H. W. Hughlett has been informed as it might be necessary for a bridge crew to make the move.

We recommend permission be granted for a State crew to make the change in location.

V. H. Coffey
Assistant Maintenance Engineer

VHC:sg
Attachments

cc: G. S. Paxson
A. E. Johnson
B. F. Huntley

Approved 6/1/62
ASST. STATE HWY. ENGR.

Proceed at no cost

rc [illegible]
[illegible]
6-1-62
jw

RECEIVED
JUN 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 29, 1962

SUBJECT: Assignment No. 357-TE
Request for Assistance in
Moving Monument
Newberg Chamber of Commerce

To: Mr. John Phillips
Assistant Maintenance Engineer
Salem, Oregon

Reference is made to your letter of May 10, 1962 regarding the moving of a monument installed by the Newberg Chamber of Commerce on State Highway right of way at Newberg.

The Newberg Chamber of Commerce requested and obtained a permit for placing this monument. Recently we have been engaged in a relocation survey in this area for widening this highway. This project is scheduled for a letting possibly the latter part of this year. When this highway is widened it will be necessary to move the monument, and the Newberg Chamber of Commerce was so advised. Recently Mr. Bruce N. Cullison of Newberg inquired from me as to when this monument would have to be moved, and I advised him that it would only have to be moved at such time as we were ready to start construction. I advised Mr. Cullison that I would keep in touch with him and inform him when our project is contracted and allow him sufficient time to move this monument.

Mr. B. P. Huntley, D.M.S., has advised that he estimates the monument could be moved by a bridge truck for approximately $50.

The Newberg Chamber of Commerce apparently placed this monument without checking further with Mr. Huntley and was unaware that if placed in its present location it would be in the way of new construction if and when the highway is widened. At the time the Chamber of Commerce was notified the sign would have to be moved, it was apparent that this project would be contracted at a much earlier date.

It is believed that with proper timing we could assist the Newberg Chamber of Commerce in moving this monument while in the course of other duties at a very nominal expenditure, if any, and it is recommended that this office be permitted to work with the Chamber of Commerce and accomplish this at such time as it is necessary to move the monument.

A. E. Johnson
Division Engineer

AEJ/lh
cc: B. P. Huntley

RECEIVED
MAY 9 1962
FOR FILING

F-43 (11)

[illegible]

Form E-80, 90M, 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1962

To: MEMO TO FILE

SUBJECT: Delegation from Newberg re US99W

The following people were in my office this date discussing various highway matters in the Newberg area:

C. N. Windsor, Manager of the Newberg Chamber of Commerce
Bruce M. Cullison, Newberg
John Wanner, Newberg
Carl H. Butler, Newberg

They inquired as to when the Rex Hill-Newberg Section would be contracted. I told them somewhere around December of this year.

They asked as to the possibility of a one-way grid system in Newberg and I discouraged them.

They asked about any plans that we might have for US99W westerly of Newberg and I told them that no funds had been allocated.

They inquired as to the moving of a monument consisting of a concrete base and a piece of a log, which monument is now on highway right of way under permit. I told them that I would look into this matter and advise them.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
Victor D. Wolfe
Tom Edwards

Tom: This is not closed - see me.
C

RECEIVED
MAY 2 1962
FOR FILING
E-73(78)
[illegible]
6175

Salem, Oregon
May 1, 1962

BPR authorization to proceed with acquisition of rights of way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of April 20, 1962, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Prefix 36-2507 — Rex Hill-Newberg Section of the Pacific Highway West in Yamhill County.

The approximate limits are from Station 655 to Station 834.

L. H. Young
Office Engineer

JAH:lt

9

RECEIVED
1 1962
FOR FILING

F-73 (17)
6175

FORM CD-121
(8-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 20, 1962

FROM : C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Oregon Federal-aid Primary Program

Our December 28, 1961 program approval letter advised that authorization to proceed with acquisition of right-of-way in connection with Item 392, Project F-73(17), was limited to preliminary work only, pending submission of favorable public hearing transcript and certificate, as well as designation of approximate limits of right-of-way to be acquired, in accordance with the provisions of Section 128 of Title 23 USC concerning public hearings.

Based on your verbal request for authorization to proceed with actual acquisition of right-of-way and Mr. Cox's April 9, 1962 certification together with a transcript of the public hearing held in Newberg on January 9, 1962, you are authorized to proceed with the project as follows:

Item No.	Project No.	Location	Authorization Dates P.E.	Authorization Dates ROW
392	F-73(17)	Rex Hill - Newberg	- -	4-20-62

The approximate limits of the right-of-way to be acquired for the above project, as indicated on Drawing No. 4B-21-26, are acceptable subject to our later detailed review.

Copies To
Young
Wright
4-24-62

NOTED
[illegible]

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
3 1962

F-73 (18)

6195

February 8, 1962

Survey Read # 247
hearing Newberg
1-9-62

Oregon State Highway Commission

Gentlemen:

Our survey on the Rex Hill-Newberg Section of the Pacific Highway West has been completed. A public hearing was held on this survey on January 9, 1962, with no objections expressed to our plans.

You have approved $521,000 for right of way and construction on this section in Program 7.

The length of this section is 3.11 miles and I am attaching a map for your information. I recommend your approval of this survey and the authority to purchase the necessary right of way.

This matter will be on your agenda at the March 2 meeting.

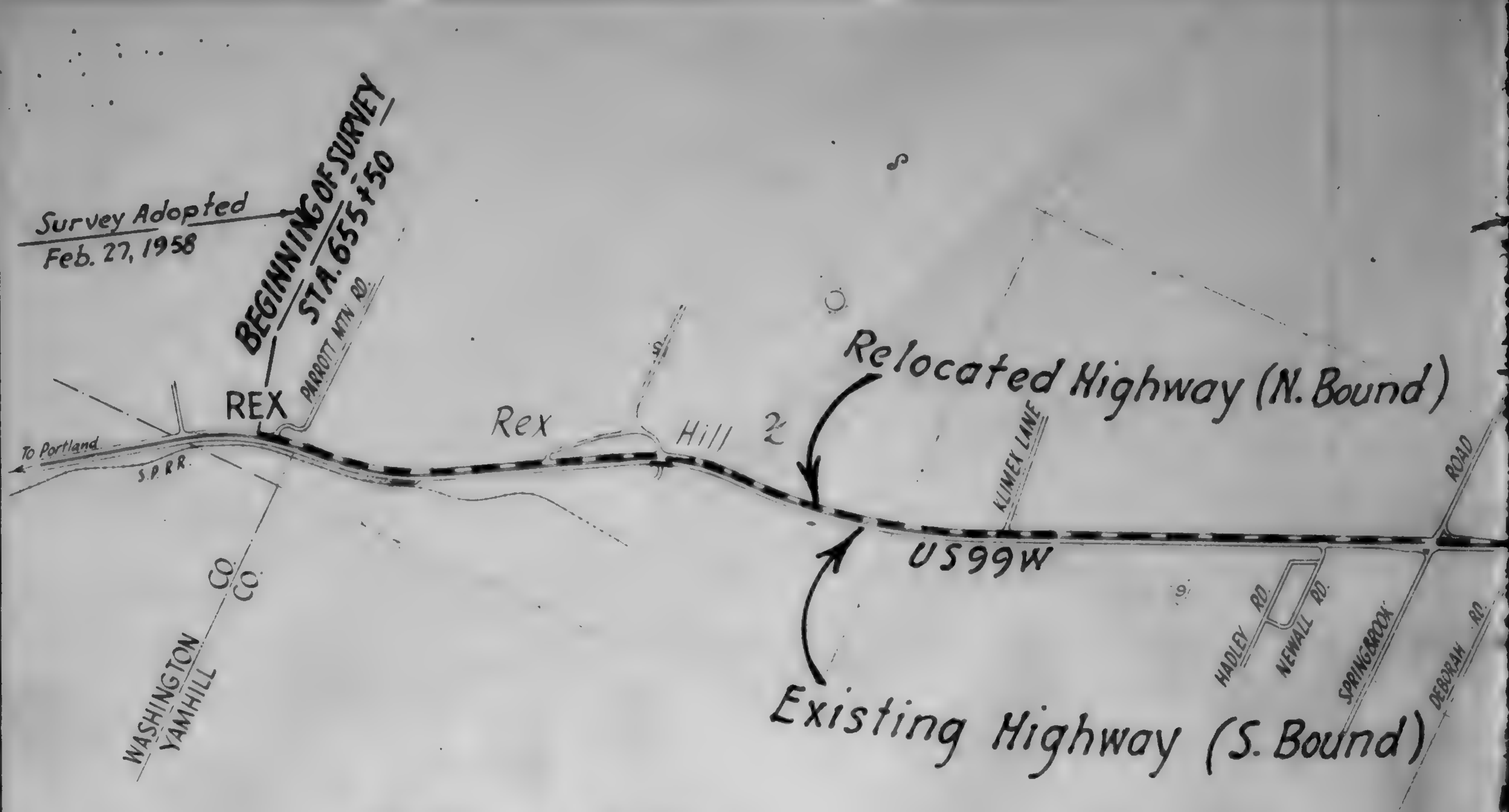
Very truly yours,

Forrest Cooper
State Highway Engineer

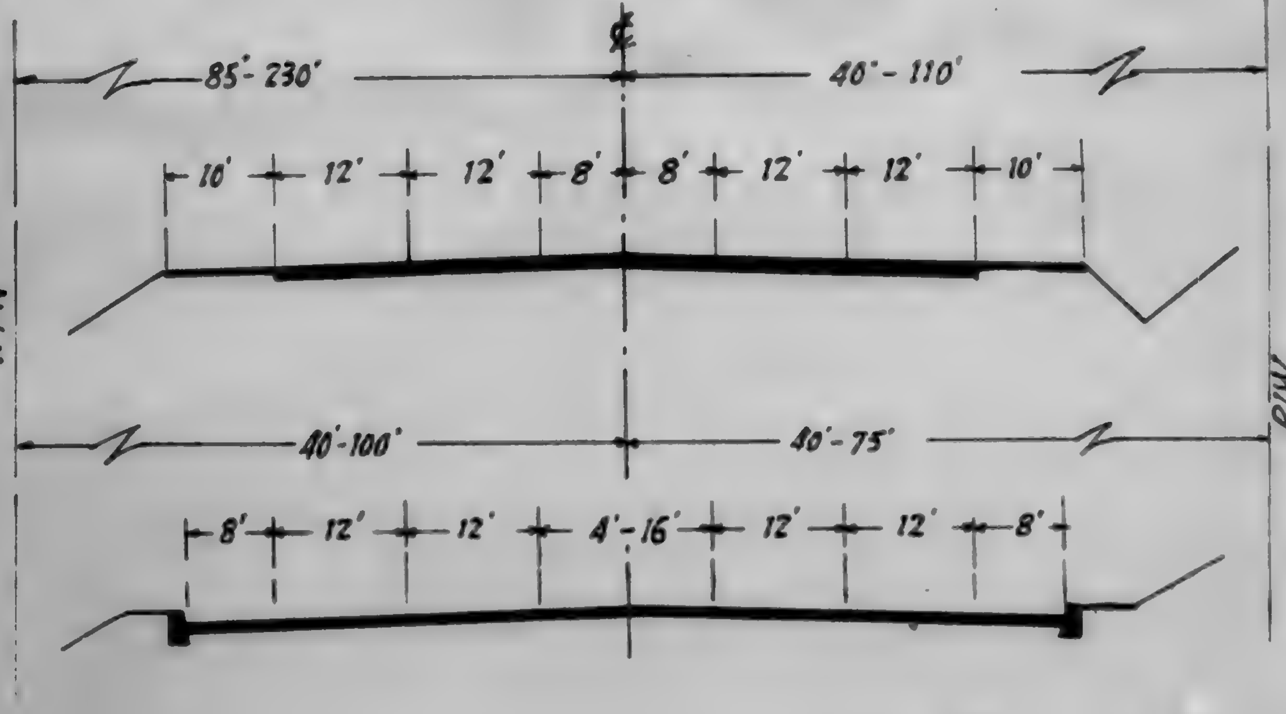
Attach.

cc Mr. F. D. Morgan
Mr. Walter Wright

DJB:jd hlb



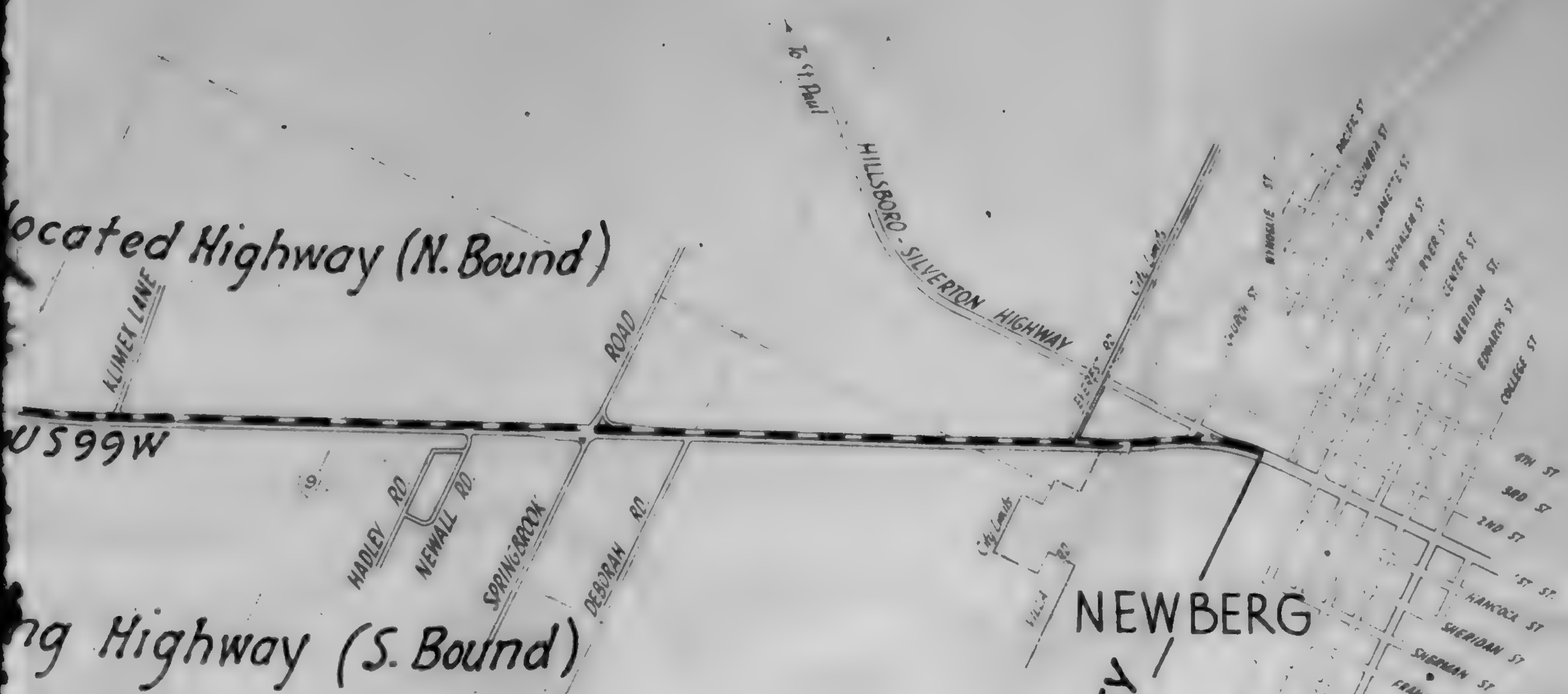
TYPICAL SECTION



Public Hearing _ _Held Jan. 9,
System Action
County_ _None requir
State Highway Commission
Bureau of Public Roads_ No
Throughway Resolution Adopted
Access Control _Limited_ _

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
FEB 8 1962
DATE

3.11 Mi.



Public Hearing _ _Held Jan. 9, 1962_ _ _

System Action

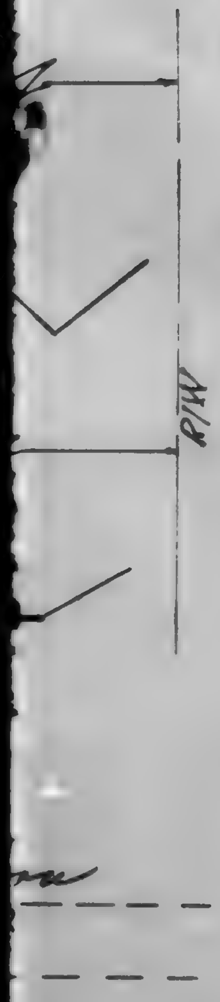
County_ _None required_ _ _

State Highway Commission None required

Bureau of Public Roads_ None required

Throughway Resolution Adopted Nov. 3, 1948

Access Control _Limited_ _ _ _ _ _



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

REX HILL - NEWBERG SECTION

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

Scale: 1" = 1600' Jan. 1962

DRG. NO. 1R-5-1536

For details see Drg. No. 4B-21-26 Jan., 1958

RECEIVED
C 22 1961
FORM E-30X—50M—6-61—36682
FOR FILING
E-73 (?)

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1961

SUBJECT: Road Approaches
Rex Hill-Newberg Section
Pacific Highway West
Yamhill County

To: Mr. R. L. Porter
Assistant State Highway Engineer

Office

Attached is a Right of Way mpa whereon are shown the locations of the points of access which we plan to allow the various adjacent owners on this project.

These points have been determined by a field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property.

File numbers, names of owners, stations of access, and width are as follows:

File Number	Name	Engineer's Station	Side of Highway	Width
34013	Baughn, M. J. and Helen	656+10	Southerly	25 Ft.
34018	Meyer, Virgil and Gladys R.	669+75	Southerly	25 Ft.
34023	Sprecher, Albert A. and Malinda			
34024	McDonald, Thomas W. and Eleanor V.	707+55	Southerly	25 Ft.
34024	McDonald, Thomas W. and Eleanor V.	716+55	Southerly	25 Ft.
34025	Hutchens, H. E.	722+25	Southerly	35 Ft.

NOTED
R. L. PORTER

File Number	Name	Engineer's Station	Side of Highway	Width
34026	Klimek, John and Amelia	734+50	Southerly	25 Ft.
34027	Daniel, Milton H. and Esther S.	739+00	Southerly	25 Ft.
		744+20	Southerly	30 Ft.
34028	Werth, Walter W.	751+00	Southerly	35 Ft.
		756+10	Southerly	35 Ft.
		760+50	Southerly	35 Ft.
		779+30	Southerly	35 Ft.
34031	Moe, C. R. This access is at the location of a previously granted road approach permit for a public street in a subdivision.	784+80	Northerly	60 Ft.
34032	Francis, Joseph T.	785+40	Southerly	35 Ft.
34033	Wrigglesworth, G. A. H.	787+50	Southerly	25 Ft.
34034	Wagoner, J.	788+70	Southerly	25 Ft.
34035	Meeker, J. H.	789+75	Southerly	25 Ft.
34036 34037	Marohn, W. C. Miller, F. T.	791+32	Southerly	40 Ft.
34038	Eubanks, M. E.	792+20	Southerly	35 Ft.
		793+20	Southerly	35 Ft.
34040	Fisher, M. E.	793+80	Northerly	35 Ft.
		794+55	Northerly	35 Ft.
34041	Lee, Thomas H.	795+25	Northerly	25 Ft.
		797+00	Northerly	25 Ft.
34042	Doolittle, Ada Myrtle	794+95	Southerly	25 Ft.
		795+90	Southerly	25 Ft.

File Number	Name	Engineer's Station	Side of Highway	Width
34043	Bailey, Frank E.	798+00	Northerly	25 Ft.
34044	Caffall, Roy C.	799+55	Northerly	25 Ft.
34045	Doyle, George E.	799+95	Southerly	25 Ft.
		802+00	Southerly	25 Ft.
		803+00	Southerly	25 Ft.
34046	Walker, Jesse C.	803+80	Southerly	25 Ft.
34047	Erickson, Chester L.	805+45	Southerly	25 Ft.
34048	Michals, F. F.	806+35	Southerly	25 Ft.
		806+90	Southerly	25 Ft.
34049	Beeler, Thomas	808+00	Southerly	25 Ft.
		808+90	Southerly	35 Ft.
34050	Reamy, William C.	809+35	Southerly	25 Ft.
34051	Sharff, Harold	811+85	Southerly	40 Ft.
34052	Smith, Ernest J.	813+40	Southerly	25 Ft.
34052 34053	Smith, Ernest J. Inloes-Dugan	814+60	Southerly	25 Ft.
34053	Inloes-Dugan	815+30	Southerly	35 Ft.
		816+00	Southerly	35 Ft.
34054	Everest, E. L.	817+00	Southerly	40 Ft.
		819+00	Southerly	40 Ft.

The above listed accesses, as they apply to the file numbers from 34032 to 34054, cover existing approaches.

No use restriction is planned on any of the above listed points of access.

It is recommended that this line be appraised and negotiated on the above basis. Any variance from the approaches as listed above will be reported to you in a separate letter.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

DHM:jm
cc Mr. L. I. Lindas

Attachment

Approved:

R. L. PORTER

DEC

RECEIVED
MAR 24 1961
FOR FILING
E-73 (18)
1.1
6195

Salem, Oregon
March 17, 1961

Mr. Walter T. Wright
Right of Way Engineer
OFFICE

Purchase of Rex Hill
School District property
Rex Hill-Newberg Section

Mr. S. W. Wallace, School Administrative Officer at Newberg, called Mr. Williams on this date and gave him the following information.

The School District is accepting sealed bids for sale of the Rex School (Rex Hill). Mr. Wallace had just learned that the State needs part of the grounds and building in connection with the Rex Hill-Newberg four-lane project. Mr. Wallace stated that they wished to co-operate with the State but that he did not know exactly how to proceed. He stated that the School Board would be willing to delay the sale to see if the State could meet or overbid the high bid received for the property.

It is evident that immediate action is indicated; therefore, I suggest that you have an immediate appraisal made of the property and communicate with Mr. Wallace to see what can be worked out so that we will not be faced with a probable difficult acquisition immediately after the sale.

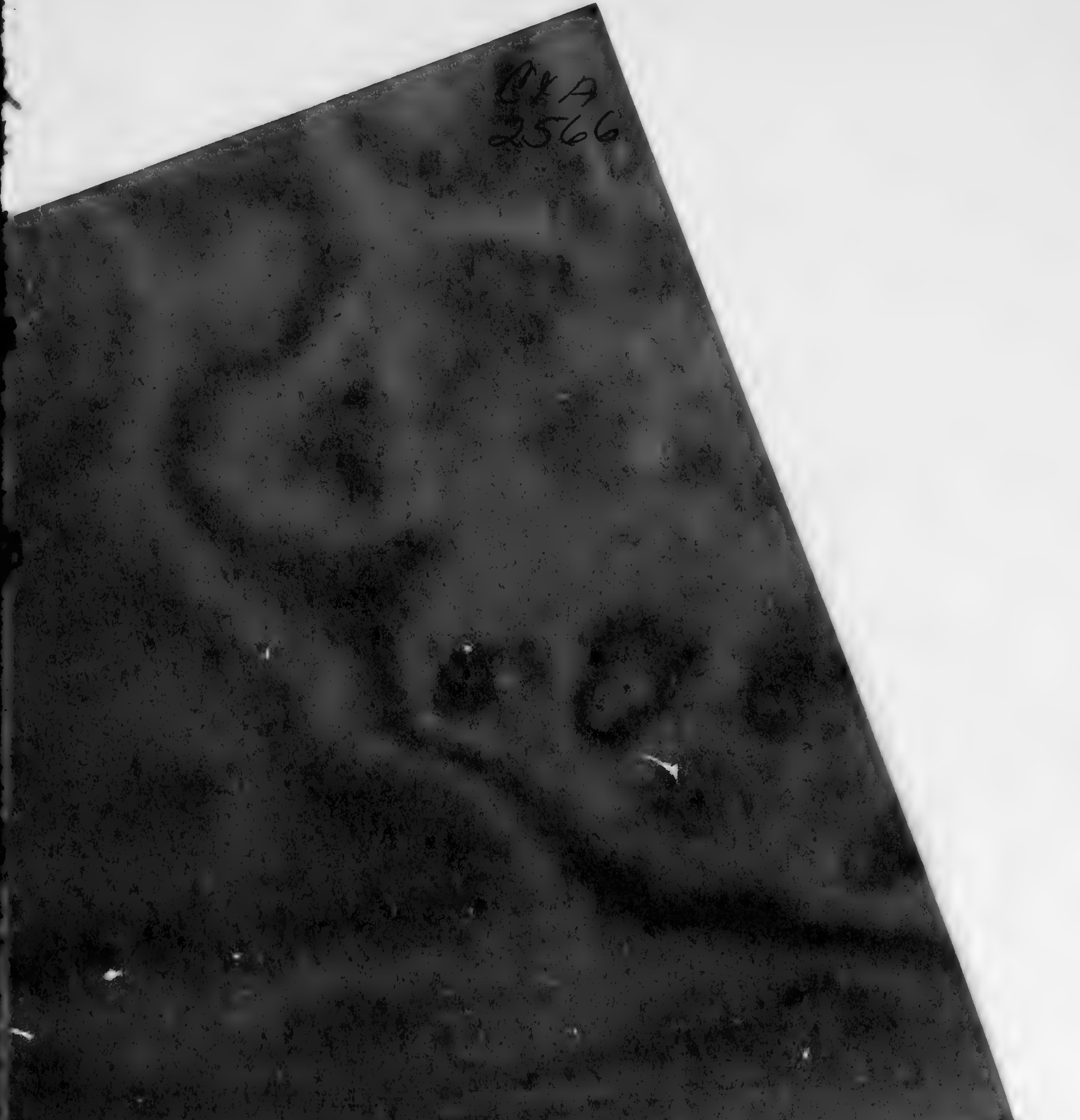
Mr. Wallace's telephone number in Newberg is JEfferson 8-3164.

Forrest Cooper
Deputy State Highway Engineer

FC:fm

cc Mr. W. C. Williams

S-471(2) N. Unit, Wapinitia-Simnasho 1962
Sec., FAS 712 (Stone base & Oil.)
#6196



ClA
2566

RECEIVED
DEC 3 - 1963
FOR FILING

December 2, 1963

Metal Products Division
Armco Steel Corporation
2180 Milvia Street
Berkeley 4, California

Attention: Mr. R. W. Sanders

Gentlemen:

Thank you for your letter of November 19 informing us that you are releasing your claim in the amount of $98.34 against Percy E. Jellum Contractor, Inc. Our records indicate this to be in connection with our Contract No. 6196 with Percy E. Jellum Contractor, Inc., for stone base and oiling on the N. Unit, Wapinitia-Simnasho Section of FAS 712 Highway in Wasco County.

This information is being noted in our records and we are advising the surety and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Fireman's Fund Insurance Company
3333 California St.
San Francisco, California

NOTED ON CARD
lc

Akers & Jones, Inc.
Milton-Freewater
Oregon

Percy E. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton, Oregon

Commissioners
CWH:fp

METAL PRODUCTS DIVISION

ARMCO STEEL CORPORATION

ARMCO

ADDRESS REPLY TO
2180 MILVIA STREET
BERKELEY 4, CALIFORNIA 94704

November 19, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Reference: Claim dated November 5, 1963 -
$98.34

Oregon State Highway Dept. Contract
#6196, FAS Route 712 Wapinitia-
Simnasho Project, Wasco County

Percy E. Jellum Contractor, Inc.,
Prime Contractor

Dear Sir:

We hereby release our referenced claim and certify that payment was received in full on November 11, 1963.

Very truly yours,

R.W. Sanders
jkl

R. W. Sanders
jkl

Credit Advisor
Pacific Region

cc: Fireman's Fund Insurance Co.
401 California Street
San Francisco 20, California

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

Cec, please ack.
FQ

RECEIVED
NOV 21 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

November 6, 1963

[illegible] [illegible] Division
Armco Steel Corporation
21[illegible] Milvia Street
Berkley 4, Calif.

Attention: Mr. R. W. Sanders
Credit Advisor
Pacific Region

#6196

Gentlemen:

We enclose herewith, our check number 2136 in the amount of $ 9[illegible].34 covering your statement to November 5, 1963.

Inasmuch as you have filed a claim with the Oregon State Highway Commission and on the bond for the project in question, it will be necessary that you take steps to immediately release the claim in order for final payment to be processed.

If we do not receive evidence by November 22 that you have released the claim, we will have to stop payment on the check until such time as you are able to get the release into effect.

Yours truly,
PERCY L. J[illegible] CONTRACTORS, INC.

J. V. Bailey; Off. Mgr.

cc Fireman's Fund Ins. Co.
3333 California Street
San Francisco, Calif.

Mr. Floyd Query, Secretary
Oregon State Highway Comm.
State Highway Building
Salem, Oregon

NOTED
FLOYD QUERY

RECEIVED
NOV 12 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 12 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

171(a)

6196

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 8, 1963

Metal Products Division
Armco Steel Corporation
2100 Milvia Street
Berkeley 4, California, 94704

Attention: Mr. R. W. Sanders
Credit Advisor
Pacific Region

Gentlemen:

This is to acknowledge receipt of your claim letter of November 5 stating that Percy E. Jellum Contractor, Inc., owes you $96.60 plus interest for materials. Your letter states that these materials were supplied on State Highway Contract No. 6196 with Percy E. Jellum Contractor, Inc., for stone base and oiling on the N. Unit, Wapinitia-Simnasho Section of FAS Route 712 in Wasco County.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing.

This information will be noted in our records and we will advise the surety and the contractor of this filing.

When your claim has been paid, please let us know so that we may clear our records.

File # 4041

FILED
NOV 12 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

RECEIVED
NOV 12 1963
OREGON
STATE HIGHWAY COMMISSION

Percy E. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton, Oregon

Hon. Howell Appling, Jr. - Please acknowledge receipt of this claim on the enclosed copy of this letter.
Secretary of State
Salem, Oregon

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
ARMCO

ADDRESS REPLY TO
2180 MILVIA STREET
BERKELEY 4, CALIFORNIA 94704

November 5, 1963

Certified Mail

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Subject: Oregon State Highway Department Contract #6196
FAS Route 712 Wapinitia-Simnasho Project
Wasco County, Oregon
Percy E. Jellum Contractor Inc., Contractor

Dear Sir:

Notice is hereby given that the undersigned, Metal Products Division, Armco Steel Corporation, has a claim for materials furnished:

Armco Copper Bearing Steel Corrugated Hel-Cor
Non-Perforated Pipe and Bands

furnished to:

Percy E. Jellum Contractor Inc.
P. O. Box 272 (mailing address)
Pendleton, Oregon

in the sum of:

Materials	$96.60
Accrued Interest at 6% 7/21/63 - 11/5/63	1.74
	$98.34

NOTED
FLOYD QUERY

against the bond taken from:

Fireman's Fund Insurance Company
401 California Street
San Francisco 20, California

for the above described materials supplied on Oregon State Highway Department Contract No. 6196.

Very truly yours,

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION

RW Sanders

By: R. W. Sanders
Credit Advisor
Pacific Region

jkl

cc: Percy E. Jellum Contractor Inc.

Fireman's Fund Insurance Company

RECEIVED
NOV - 6 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 1963

FOR FILING

5477(2)
6196

November 1, 1963

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

On September 16, 1963, we wrote to you concerning release of final payment on contract #6196, awarded to Percy E. Jellum Contractor, Inc., for stone base-oiling the North Unit of the Wapinitia-Simnasho Section of FAS 712 in Wasco County.

Final payment on this contract is $5,156.23 and the total contract amount is $103,188.72, including $489.58 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Akers & Jones, Inc.,
Milton-Freewater, Oregon

cc: Percy E. Jellum Contractor, Inc.,
29 SE Court Street
Pendleton, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 13 1963
FOR FILING

September 13, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 19 on Contract No. 6196. The contract was with Percy E. Jellum Contractor, Inc., and was for stone base and oiling on the North Unit, Wapinitia-Simnasho Section of FAS Route No. 712 in Wasco County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective September 12, 1963, and that you concur in this procedure at the Commission meeting October 10.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw fn

FORM E-1 (REV. 5-58)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

FINAL

	BRIDGE NUMBER	WEEK ENDING: September 7, 1963
	SECTION: N. Unit, Wapinitia-Simnasho	SECTION PREFIX: 533-1078
	HIGHWAY: FAS 7129	COUNTY: Wasco
NAME OF JOB: N. Unit, Wapinitia-Simnasho	KIND OF WORK: Stone Base & Oiling	
CONTRACTOR: Percy E. Jellum Contractor, Inc.	CONTRACT NUMBER: 6196	FEDERAL AID PROJECT NUMBER: S-471(2)
DATE OF CONTRACT: November 26, 1962	DATE WORK STARTED: November 28, 1962	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 69
PROJECT AUTHORIZATION: $116,391.94	ENGINEERING AUTHORIZATION: 8,276.76	PERCENT OF TIME ELAPSED: 115
EXCLUSIVE OF ENGINEERING: $103,459.50	ENGINEERING COST TO DATE: $ 8,930.43	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $103,194.97	PERCENT OF AUTHORIZATION: 107.9%	
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.7%	DATE PROJECT WAS COMPLETED: August 19, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
none	100	100	none	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0	6.6		6.6	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.0	6.6		6.6	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	52 hr. bld R.	57,800 cy.		328 Tons	
TOTAL QUANTITIES CORRECTED TO DATE	33	60,092		314.7	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	33	60,092		314.7	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Clear, hot		
TUESDAY	Clear, hot		
WEDNESDAY	Clear, hot		
THURSDAY	Clear, hot		
FRIDAY	Clear, hot		
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
SEP 9 1963

RBF

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Holiday
TUESDAY	No work on project
Wenesday	Received E.W.O. bills from contractor
Thursday	Completed the semi-final and submitted to Division office
Friday	
Saturday	

REMARKS

The E.W.O. bills were received Wednesday. Two office men finished compiling semi-final data Wednesday and Thursday and sent final records to Division office.

Final Report

SIGNED by: E. M. D. Glenn

ADDRESS P.O. Box 420, The Dalles

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Contract 6196

1-4-63

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JAN 8, 1963
FOR FILING

MONTHLY TRANSACTION NO.

1-23

PROJECT REPORT NO.

4

6196

FORM R-2
(REV. 8-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Wasco

PROJECT NO.: S-471(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Wapinitia S.W. 6.2 Miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-19-62	6.6
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 113,805.00	$ 71,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Porter

Asst State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer: January 4, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-471(2)

Oregon State Highway Department

NORTH UNIT, WAPINITIA-SIMNASHO SECTION
OF FAS ROUTE 712 IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1962

Type Code 3210
Roadway (Sta. "N" 52+80 thru equa. "E" 0+00 - 0+00 to Sta. 296+00)

Drainage Excavation, Unclassified	30 cu.yd.	$ 3.00	$ 90.00
Blade Grader	52 hour	15.00	780.00
12-inch Concrete Pipe	14 lin.ft.	4.00	56.00
12-inch Corrugated Metal Pipe	600 lin.ft.	2.40	1,440.00
18-inch Corrugated Metal Pipe	74 lin.ft.	6.00	444.00
Pit-run Material in Base	46,000 cu.yd.	0.90	41,400.00
3/4" - 0 Material in Base	11,800 cu.yd.	2.40	28,320.00
Sprinkling	1,440 M-gal.	2.00	2,880.00
Preparation of Base	6.60 mile	250.00	1,650.00
3/4" - 0 Material in Binder Course	610 cu.yd.	3.20	1,952.00
Furnishing and Placing Aggregates	2,350 cu.yd.	3.65	8,577.50
RC-250 Asphalt	96 ton	50.00	4,800.00
120-150 Asphalt	146 ton	45.00	6,570.00
RS-1 Asphalt	86 ton	50.00	4,300.00
			$103,259.50
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$103,459.50
	10% Engr. & Cont.		10,345.50
	Total		$113,805.00

Length of Roadway - - - - -	6.600 Miles
Length of 1 Structure - - -	0.016 Mile (Exception)
Total Length- - - - - - - -	6.616 Miles
Cost of Roadway Per Mile- -	$17,243.18

Federal Funds -	$ 71,600.00
State Funds -	21,102.50
County Funds- -	21,102.50
	$113,805.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
NOV 26 1962

5-471 (2)

6196

November 26, 1962

Percy E. Jellum, Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962 accepted your proposal for stone base and oiling on N. Unit, Wapinitia-Simnasho Section of FAS Route 712 in vicinity of Wapinitia, Wasco County for the sum of $103,259.50 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6196. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)

Pacific Bldr. & Engr. Inc. Seattle
Att: Dorothy McCormack

Lowell Richards, Daily Journ. of Commerce,
83 Columbia St. Seattle 4, Wash.

Daily Journ. of Commerce, News Room
Portland, Oregon

RECEIVED
NOV 27 1962

FOR FILE

[illegible] (2)

6196

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1962

SUBJECT: N. Unit, Wapinitia-Simnasho Section
FAS 712, Wasco County

To: Mr. L. H. Young
OFFICE

Wasco County's check for $23,300 has been received in this office. This represents the required amount for Wasco County's advance deposit on its share in the cost, and the project is now clear for award of contract.

V. R. Jones
V. R. Jones
County and City Relations Planning Engineer

VRJ:mm

cc: R. L. Porter ✓

NOTED
R. L. PORTER

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OV 21 1962
FOR FILING

5-471 (2)

6196

November 21, 1962

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on November 20, 1962, accepted your bid in the amount of $103,259.30 for stone base and oiling on the E. Unit, Wapinitia-Simnasho Section of FAS Route 712 in Wasco County, which was the low bid received for that job on November 20, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
NOV 16 1962
FOR FILING

S-471 (2)

6196

MISC. CONTRACTS and AGREEMENTS No.

Salem, Oregon
November 13, 1962

Finance Agreement
North Unit, Wapinitia-Simnasho Sec.
S-471(2) FAS 712
Wasco County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a finance agreement with Wasco County covering the North Unit, Wapinitia-Simnasho Section of FAS 712 in Wasco County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wasco County.

Secretary

rn
Attach: 1

RECEIVED
OCT 30 1962
FOR FILING

S-471 (2)

C-176

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 26, 1962

08-35.2

A. W. Parsons, Division Engineer
Salem, Oregon

Federal-aid Secondary Program

Reference is made to Mr. Young's October 25, 1962 letter requesting the addition of Item 807 to the captioned program. This project is summarized below:

Item	Project	Location	Stage	Work
807	S-471(2)	Wapinitia-Simnasho	2	Base & Oil Mat

You are authorized to proceed to take all actions necessary to advance to completion the construction phase of the above project in accordance with the provisions of your approved Secondary Road Plan (revised) as approved by the Commissioner. If you subsequently find that exceptions to the procedure or minimum design standards will be required during the accomplishment of these projects, this office must be informed of such proposed exceptions and the reason therefor.

This approval covers 6.62 miles of base and oil mat placement at a total cost of $150,000, which includes a Federal-aid reservation of $90,000 of Secondary Funds. This action leaves an unprogrammed balance of $4,051,604 of these funds and a reimbursable balance of $16,365,104, according to our records of this date.

original To Young
10-30-62

RECEIVED
OCT 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
DEC 4 1962
FOR FILING

S-471 (2)
6196

October 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are enclosing program data for one project, Item 807, for surfacing work on the Wapinitia-Simnasho Section, Project No. S-471(2).

It is the desire of Wasco County to complete this project at the earliest possible time and for this reason, we wish to advertise the project for bids at our November letting, if program approval can be secured in time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

HN:mmb
Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Wapinitia S.W. 6.2 miles 21 65	**ADT**	PRESENT 40	FUTURE 60 (66) (70)	YEAR 80 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Rock base and low type surfacing. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Wasco	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID 712

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. Approximately 1 mi. north of Wapinitia to Simnasho (Approx. Warm Springs Indian Reservation Bdy)			
5					**ROW**					
5					**CONST** (CODE)				150,000	90,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	6.62	150,000	90,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 40	FUTURE 60 (66) (70)	YEAR 80 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 032 (4) (9)	ITEM NO. 807 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 471(2) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME: Wasco CODE 065 (14) (16)

ROUTE NO.: FEDERAL-AID 712 (32) STATE Co.Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
ely ini- ngs Bdy)	(54) (58)	(59) (66)	(67) (76)			Minor grade and drain on north 1 mile. Rock base with two 10' lanes 0-9 oil mat with 2' shoulders. ROW 35' min.; access control-none parking restrictions-none.
		150,000	90,000	30,000	30,000(Co.)	
CT S	6.62	150,000 (16) (23)	90,000 (24) (33)	30,000	30,000(Co.)	

REMARKS
Additional data - Item 739, Project S-471(1).
Project covers entire S-471(1) and extends one mile northward.

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6196

September 17, 1962

Oregon State Highway Commission

Gentlemen:

Malheur and Wasco Counties have each requested federal-aid secondary system projects.

The unit in Malheur County, which would be known as FAS [illegible], is the north unit of the Westfall-Harper section and will involve the surfacing and oiling of [illegible] miles of road.

The unit in Wasco County, which will be known as FAS 712, is the [illegible] section and involves 6.6 miles of [illegible] and oiling. These projects have been investigated and are eligible for construction with federal-aid secondary funds.

The matter will be on the agenda for the September 20 Highway Commission meeting and it is recommended that the projects have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
S. H. Cox

NOTED
R. L. PORTER

PROPOSED FISCAL YEARS 1962 & 1963 COUNTY FAS PROJECTS

County	FAS Hwy. No.	Section	Programmed Amount	FAS Funds
Malheur	525	Westfall-Harper North Unit. Surface & oil, 6.5 miles.	$ 46,000	1963
Wasco	712	Wapanitia-Simnasho. Grade & oil, 6.6 miles.	$ 39,000	1963
			$ 85,000	

SUMMARY BY FISCAL YEARS	1962	1963	Total
Allocated Funds	$3,497,000	$3,690,000	$7,187,000
Approved Projects (Corrected to date)	3,497,000	2,551,000	6,048,000
Unprogrammed Balance	$ --	$1,139,000	$1,139,000
Projects Proposed 9/20/26	--	85,000	85,000
Unprogrammed Balance	$ --	$1,054,000	$1,054,000

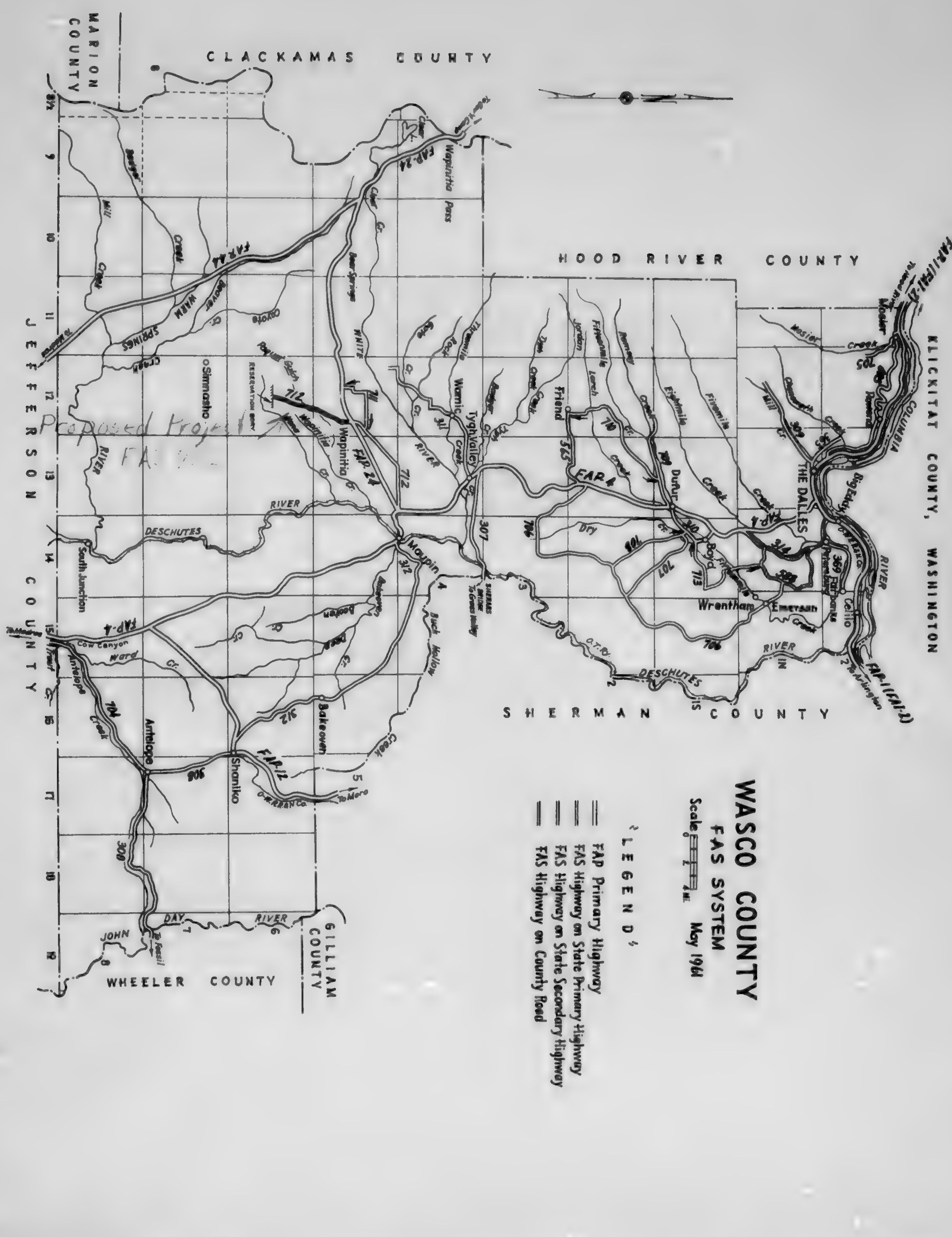
62-g
9/5/62

PROPOSED PROJECT
WASCO COUNTY (1963 Funds)

FAS 712, Wapanitia-Simnasho Section: Grade, surface, and oil, 6.6 miles, $39,000.

The proposed project consists of surfacing and oiling the 5.6 miles graded under an FAS project in 1962 plus a 1.0 mile section on the northerly end of the prior project. This 1.0 mile section, which extends to the Wapanitia Highway, will require some light grading and widening which can probably be done under an equipment hour basis. The wearing surface will consist of an 0-9 oil mat with 2' shoulders.

The $39,000 represents the balance of Wasco County's 1963 FAS funds and this amount will be supplemented with additional FAS funds when they become available. The County wishes to have the work contracted as soon thereafter as possible.



WASCO COUNTY

FAS SYSTEM

Scale 0 2 4 mi. May 1961

U-F-115(14) Youngs Bay Bridge Sec., 1962
Oregon Coast Hwy. [redacted]
#6197

OCT 12 1970

11-F-115

6199

October 9, 1970

Mr. A. J. Heineman
Assistant Manager
Port of Portland
Post Office Box 3529
Portland, Oregon 97208

Dear Mr. Heineman:

The enclosed copies of correspondence relate to the approval of the Corps of Engineers and the Federal Highway Administration for the construction of a bridge across Youngs Bay near Astoria, Oregon. The letters were requested by you recently in a telephone conversation with Mr. Ivan D. Merchant.

Please note that the Corps' approval of the project, as stated in their letter of December 1, 1960, authorizes the construction of the bridge in accordance with the plans and, therefore, would amount to their implicit approval of the length of the fills in the bay.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
I. D. Merchant

RJW:dh me

8306

RECEIVED
AUG 14 1961
FORM E-136-X 75M 1-60
FOR FILING

11-F-115(14)

1117

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 9, 1961

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage, NE
Salem, Oregon

Dear Mr. Polk:

Re: Younge Bay Bridge, Bridge No. 8306
Oregon F-115(14)

Recently a copy of a letter dated July 24 from the Regional Bridge Engineer, together with a copy of a hydraulic report, dated July 18, from the Regional Hydraulic Engineer on the subject job, was received in this office. The Regional Hydraulic Engineer recommends a revision in the length of the proposed Younge Bay Bridge at Smith Point from 4200', as proposed by the State, to approximately 3200'. The Regional Hydraulic Engineer also makes certain recommendations for the proposed construction of a 3200' bridge.

On April 6 a contract for the North Approach Astoria-Camp Rilea Section of the Oregon Coast Highway was awarded to the Umpqua Navigation Company. In this contract for the embankments the bridge opening was 4200' in length.

A study of the recommendations by the Regional Hydraulic Engineer, and cost estimates, have been prepared for the decrease in bridge length. In order to make the spans work out, an estimate for a bridge 3203'-6" in length was made by shortening the North Approach 472'-6" and the South Approach 522'. The elimination of 15 spans of the proposed bridge would result in a saving in structural costs of $342,000. Offsetting this are the following items which would necessarily have to be placed, and items recommended by the Regional Hydraulic Engineer:

1.	Approximately 1000' of grading and paving	$204,000
2.	Additional 10' of length to pile bents between Stations 37 and 44	5,600
3.	Lower three truss-span piers 10'	30,000
4.	Install 500' of sheet pile cut-off wall	21,700

The offsetting items total $261,300 and would indicate a net saving of $80,700 for the approximate 1000' decrease in bridge length.

An additional item recommended by the Regional Hydraulic Engineer of riprapped spur dikes on the upstream sides of the filled bridge ends was not included in the above estimates as the extent and cross section of the dikes were not mentioned in the hydraulic report. Any appreciable length of spur dike could run into the railroad trestle and cause a local scour condition.

From data obtained by the Railroad Company on the existing railroad trestle, pile records would indicate a pile penetration of from 9' to 29' for the portion of the trestle opposite the proposed highway bridge. It is probable that the average penetration opposite the highway bridge would be in the neighborhood of 19' or 20' below the stream bed.

As there is a grading contract in force at the present time, there is a possibility that the above cost for grading, which is included in Item 1 and based upon the contract prices, would not be accepted by the grading contractor because of changed conditions under the contract.

As pointed out in previous correspondence, the length of 4200' of bridge opening was determined as being the best compromise between waterway capacity; economic costs on the project; and navigation requirements, particularly for log rafting.

In view of the comparatively small savings to be made by decreasing the bridge length and with the attendant dangers of damage to the existing railroad trestle through scour by increased waterway velocities for which the State would be responsible, it is the State's contention that the bridge length should be left as determined previously at 4200'.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. G. S. Paxson ✓
Mr. J. D. Walker

RECEIVED
AUG 1961

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

TO Mr. C. G. Polk, Division Engineer
Salem, Oregon

08-35.6

DATE July 24, 1961

BPR unwilling to
to come down
with [illegible]
lines.

FROM R. A. Stephenson, Regional Bridge Engineer
Portland, Oregon

08-00.6

SUBJECT Oregon F-115(14), Young's Bay Bridge

A copy of Mr. Fiala's July 13, 1961 report covering hydraulic requirements for the subject structure is attached.

You will note that the report shows a maximum calculated mean velocity of 9.3 fps for a 3,200' opening as compared with the Corps' velocity of 10 fps for a 3,360' bridge. Considering the necessity of establishing assumptions subject to considerable variation, these results are in substantial agreement. A maximum velocity of 5 fps has been estimated for no bridge under the same condition.

The principle factors involved in setting the structure length are as follows:

Danger from scour to the State's proposed bridge and approach fills due to increased velocities of flow.

Possible danger to the adjacent railroad bridge from scour.

Adverse effect of increased velocities on navigation.

Cost of increased length of bridge versus cost of additional fill required for a shorter bridge. The latter should include the costs of sheet piling at toe of spill-through fills, riprap along faces of end bents, and riprapped spur dikes as recommended in the report.

That the State recognized these factors is indicated by Mr. Merchant's statement - - - -'a bridge length of 4,200' was selected as being the best compromise between hydraulic requirements, navigation requirements, and economy of the project.'

Although navigation interests did not object to velocities induced by the proposed length, we do not know what attitude would prevail if further shortening is proposed and a new permit solicited on this basis. Further complications are presented by the fact that the approach

-more-

embankments are under contract and that determination of waterway requirements date back to 1953.

Further details in support of the State's decision would appear desirable. If deemed necessary, Mr. Fiala and I could arrange to meet with Mr. Tokerud and State personnel to resolve any differences that might remain following your review of supplemental data.

Attachment

RECEIVED
JUL 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Portland 5, Oregon

File July 18, 1961

08-00.21 G. R. Fiala, Regional Hydraulic Engineer

Oregon F-113(14), Young's Bay Bridge

A January 27, 1961 memorandum (Cameron to Polk) requested additional data regarding the subject bridge including a request for a copy of calculations of stream velocity which served as a basis for selection of the proposed 4,200 ft. bridge.

The Oregon Division reply (memorandum from Polk to French dated May 15, 1961) transmitted information received from the State and advised that if further information was needed regarding the hydraulic design of the bridge waterway opening, that we contact the U. S. Engineer's Office in Portland since they made the original waterway and velocity calculations.

— 1800 ±

The hydraulic design data received from the State consisted of a single sheet of data for the 670 ft. existing bridge across Young's Bay and a single paragraph as follows:

> "(3) This structure is across a tidal basin. The bay bottom is light, fine-grained sand. We do not believe velocities should be materially increased. Higher velocities would also adversely affect the operation of log-towing movements. The waterway needed was investigated by the Corps of Engineers and we quote in part from their report. 'The Smith Point site is more involved in that the present maximum velocity is estimated to be about 8.5 fps. If the waterway were restricted with fill approaches to a bridge providing an opening of 3,330 feet, it is estimated the maximum velocity would be increased to 9 fps and with a bridge opening of 3,360 feet the maximum velocity is estimated as 10 fps.' On the basis of this report, a bridge length of 4,200 feet was selected as being the best compromise between hydraulic requirements, navigation requirements, and economy of the project.

The suggestion of the Division office was followed and the Corps of Engineers at the Portland District Office was contacted regarding the waterway study for the proposed Young's Bay Bridge. Mr. L. R. Metcalf, Chief Hydraulic Design and Laboratory Section, showed the report to me and we discussed features of the report.

- more -

The results of the report had been forwarded to the State of Oregon in the form of a letter from the Corps to Mr. G. S. Paxson dated March 17, 1953. This letter stated that a bridge length of 3,360 feet was considered adequate for the Smith Point site. The letter also said that increased velocities of flow due to a bridge of this length were not expected to be a problem to navigation because tows were taken out on the outgoing tide and the few incoming tows were brought in on the flood tide.

Computations

Computations have been made by this office for mean velocity of flow through the waterway opening for different bridge lengths. These computations were made using independent assumptions but followed the general method utilized by the Corps of Engineers.

When using the maximum high and low tide of record at Astoria (+12 and -2.8) and a 30-year flood of 25,200 cfs from rivers entering Young's Bay, a maximum mean velocity of 9.3 fps was obtained in deepest portion of the main channel for a 3,200 ft. bridge. Velocities throughout the remainder of the waterway opening were considerably lower. This is in substantial agreement with the Corps' estimated maximum mean velocity of 10 fps for a 3,360 ft. bridge assuming a high tide of plus 11 feet and a low tide of minus 2.5 feet. The maximum velocity for no bridge and the same conditions is estimated to be 5 fps.

If a design tide is assumed which has a maximum high of 12 feet and a low of 0.0 feet (MLLW) the maximum mean velocity in the deepest portion of the primary channel for the following bridge lengths was estimated to be:

Bridge (ft)	Maximum Vm (fps)
No Bridge	4.10
4,200	4.64
3,200	5.83

Apparently no physical measurements of stream flow have been made at Young's Bay by either the State or Corps. Such measurements would provide a means by which velocities of flow obtained by analytical means could be correlated to actual conditions.

Summary

1. The assumptions used by this office in computing a maximum mean velocity of 9.3 fps for a bridge 3,200 feet in length are considered to be conservative. These assumptions include (a) a 30-year flood occurring on the rivers entering Young's Bay simultaneously with a differential tide range which is greater than ever recorded (the tide

- more -

height of plus 12.0 feet and minus 2.8 feet are maximums of record but they did not occur in the same tidal cycle); and (b) that the tidal prism has vertical walls. Copies of these computations are filed in the Hydraulic Branch project file.

2. A recommendation for a bridge 3,360 feet in length was made by the U. S. Army Engineers, Portland District, in a letter to the State dated March 17, 1953. This same letter also said that velocities caused by such a bridge were not expected to interfere with navigation.

3. Our computations indicate that a bridge approximately 3,200 feet in length will keep the maximum mean velocity below 9.5 fps. This is the condition which the State said they wanted to meet in their December 6, 1960 letter from Mr. I. D. Marchant to Mr. Polk.

4. The State's December 6, 1960 letter also indicated a pile length of 60 feet below stream bed with the last 10 feet being for scour. This depth is believed to be sufficient for scour which should be anticipated around the piling and abutments except for a portion of the main channel, stations 37 to 44, where an additional 10 feet of piling is recommended.

5. Scour at the spill-through abutments appears to present more of a problem than scour around the piling. Consideration is recommended for the use of sheet piling at the toe of the abutments, riprap on the face of the abutment and a riprapped spur-dike on the upstream sides of the abutments.

6. An unknown factor is the effect which scour will have upon the existing railroad bridge which is located only 200 feet from the proposed bridge at the deepest point in the channel. This is the area where maximum depth of scour should be expected under the new bridge. Foundation data was not included with other information requested from and received from the railroad.

7. Foundation data has not been completed by the State. Three test piles were driven on the original "C" line (approximately 1,000 feet downstream) and borings are scheduled for the present centerline.

8. A December 21, 1960 memorandum from the Oregon Division office (Polk to French) advised that the State had made application for a War Department permit and that indications as of that time were that no formal public hearing would be required as there had been no objections voiced by the navigation interests regarding horizontal clearance, location, and span opening. The date of the informal meeting between the State and the navigation interests is unknown.

- more -

Conclusion

Based upon independent computations by this office and strengthened by the U. S. Army Engineers' March 17, 1953 letter to the State (which indicated that a bridge of 3,360 feet would be satisfactory and that increased velocities would not adversely effect navigation) it is the conclusion of this office that information available at this time indicates a bridge length of approximately 3,200 feet to be satisfactory for the proposed Smith Point crossing of Young's Bay.

RECEIVED
MAY 2 1961

FOR FILING
U-F-115 (14)
6177

April 27, 1961

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Youngs Bay Bridge
Oregon F-115 (14)
Bridge No. 8306

Dear Sir:

Your memorandum under date of January 27 requests additional data on the subject project. The additional data requested is (1) Type and amount of navigation (2) Feasibility and economy of a fixed bridge and (3) Copy of calculations of stream velocity.

(1) Openings for navigation: The State maintains two bascule bridges upstream from the site of the proposed Youngs Bay bridge. The existing Youngs Bay bridge has a clearance when closed of about 27 feet and the Lewis and Clark River bridge about 25 feet, both above M.L.L.W.

The navigation at the proposed site may be taken as the sum of the activities at the two existing bridges, since the navigation generating facilities on the bay are upstream from one or the other of the existing bridges.

In 1960, the two existing bridges were opened for 1688 craft passages. Of these, 1069 were for tugs, mostly related to logging operations. Neither the tugs nor their normal tows of log rafts, rafting materials or gravel barges are expected to require operation of the proposed bridge.

The other 619 passages include fishing vessels that berth in the bay part of the year, fishing vessels going to the dry docks for repair, general dry dock traffic, sailboats, and large yachts.

With the vertical clearance of 45 feet provided, it is estimated that the proposed bridge will be open about 350 times per year. Most of these openings are expected from fishing vessels going to and from the dry docks. The specific items that will require the openings will be trolling poles, masts, and antennas. These items are easily modified but the number of passages by any one vessel is not enough to bring it into any habitual user class.

(2) On January 24, 1960 preliminary plans of this crossing were sent you with the statement that the bridge was estimated to cost $2,319,000. Since that time a revision in unit prices for precast, prestressed cylinder piles has been made on the basis of recent contracts using similar construction. On the revised unit prices the estimated cost of the bridge is $2,200,000 for a 30-foot roadway without sidewalks.

The grade line for a fixed bridge to provide 80 feet of vertical clearance is fixed at the railroad grade crossing at about Station 18+70. The navigable channels are in the center of the bridge and would permit a grade line such that the length of the bridge would remain at 4200 feet and with the elevations at bridge ends approximately the same for both fixed and lift span layouts. The tangent grades for a fixed bridge would be on the order of 5.2 per cent and a 2200-foot vertical curve, whereas the low line bridge has 2.644 per cent tangent and a 2400-foot vertical curve. This grade line change would reduce the stopping sight distance from 625 feet to 440 feet.

Because of the increased height of a fixed bridge, it would be necessary to change types of spans and piers. Span arrangement and type for a fixed bridge estimate are as follows for a total length of 4200 feet.

8 - 67.5' prestressed precast concrete beam spans
6 - 79.0' prestressed precast concrete beam spans
7 - 126.0' composite welded steel beam spans
2 - 147.0' half through truss spans
8 - 126.0' composite welded steel beam spans
5 - 79.0' prestressed precast concrete beam spans
9 - 67.5' prestressed precast concrete beam spans

Maximum pier height would be 110 feet and the most economical pier is two shafts connected by struts, as required, on a footing and seal block supported by untreated timber piling.

The estimated cost of the high level bridge as described above is $2,450,000.

(3) This structure is across a tidal basin. The bay bottom is light, fine-grained sand. We do not believe velocities should be materially increased. Higher velocities would also adversely affect the operation of log-towing movements. The waterway needed was investigated by the Corps of Engineers and we quote in part from their report. "The Smith Point site is more involved in that the present maximum velocity is estimated to be about 8.5 f.p.s. If the waterway were restricted with

fill approaches to a bridge providing an opening of 5530 feet, it is estimated the maximum velocity would be increased to 9 f.p.s. and with a bridge opening of 3360 feet the maximum velocity is estimated as 10 f.p.s." On the basis of this report, a bridge length of 4200 feet was selected as being the best compromise between hydraulic requirements, navigation requirements, and economy of the project.

We have made a careful estimate of the cost to highway traffic by an increase in the roadway elevation across the channel and I am attaching a copy of our analysis. You will note that the cost of lifting traffic the additional 34.5 feet is approximately double the cost of delay because of drawbridge openings.

With an estimated saving of $250,000 in construction cost and an annual traffic cost saving of $12,000, we believe the type selection is correct.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Attachment

G. S. Paxson
Assistant State Highway Engineer

cc Mr. Ivan D. Merchant

GSP:er

UNITED TATES OVERNMENT

Memorandum

U.S. PARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Room 740, Morgan Building
Portland 5, Oregon

TO : Mr. C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Copy to Merchant
with CD 14 on 1/31/61
T

DATE: January 27, 1961

TLS

FROM : J. F. Cameron, Assistant Regional Engineer
08-00.6 Portland, Oregon

SUBJECT: Oregon F-115(14), Young's Bay Bridge

In accordance with the attached copy of memorandum of January 23, 1961 from Mr. Erickson, please furnish us with the following additional data:

Type and amount of navigation -
Feasibility and economy of a fixed bridge -
Copy of calculations of stream velocity -

Assuming that navigation requires the full 80' vertical clearance, a fixed bridge would require raising the grade 35'. Frequency of ships and barges that would require this height in comparison with those that could pass under the proposed 45' clearance on closed position would be a contributing factor in determining the economy of fixed spans.

We assume that velocities are based upon normal tides. Do you have any calculations on velocities under storm conditions?

Attachment - 1

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April, 1961

SMITH POINT-YOUNGS BAY BRIDGE
HIGH LEVEL vs. LOW LEVEL COST SUMMARY

Item	Low Level	High Level
Vehicular Delay Cost	$ 469.84	--
Vehicular Stop and Start Cost	111.39	--
Vehicular Lift Cost	11,798.06	$24,517.85
TOTALS	$12,379.29	$24,517.85

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April, 1961

SMITH POINT-YOUNGS BAY BRIDGE VEHICULAR DELAY COST COMPUTATIONS

Number of Closures per day		1
Total minutes of Closure per day		3
Vehicles per day		
1958 ADT	3,900	
1965 ADT	4,800	
1980 ADT		8,640
Vehicles per minute		6.0
Vehicles Stopped per day		18.0
Average Time of Delay per vehicle stopped 1/		2.25
Total Vehicular Delay per day (minutes)		40.50
Annual Vehicular Delay (minutes)		
Trucks (14.5%)		2,143.46
Passenger Vehicles		12,639.04
Vehicular Delay Cost per minute 1/		
Trucks		$ 0.0535
Passenger Vehicles		$ 0.0281
Annual Vehicular Delay Cost		
Trucks		$ 114.68
Passenger Vehicles		$ 355.16
TOTAL		$ 469.84

1/ Source: Bureau of Public Roads memorandum dated April 4, 1960

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April, 1961

SMITH POINT-YOUNGS BAY BRIDGE
VEHICULAR STOP AND START COST COMPUTATIONS

Vehicles Stopped per day 1/	18
Annual Vehicle Stops and Starts	
Trucks (14.5%)	952.65
Passenger Vehicles	5,617.35
Vehicular Stop and Start Costs per each 2/	
Trucks	$ 0.0273
Passenger Vehicles	$ 0.0152
Annual Vehicular Stop and Start Costs	
Trucks	$ 26.01
Passenger Vehicles	$ 85.38
TOTAL	$111.39

1/ See Vehicular Delay Cost Computations
2/ Source: Bureau of Public Roads memorandum dated April 4, 1960

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April, 1961

SMITH POINT-YOUNGS BAY BRIDGE
VEHICULAR LIFT COST COMPUTATIONS

	Annual Lift Cost	
	Low Level	High Level
1. 1980 ADT	8,640	8,640
Trucks (14.5%)	1,250	1,250
Passenger Vehicles	7,390	7,390
2. 1980 Annual Traffic		
Trucks	456,250	456,250
Passenger Vehicles	2,697,350	2,697,350
3. Vehicular Lift (feet)	32	66.5
4. Vehicular Lift Cost per foot 1/		
Trucks	$ 0.0004108	$ 0.0004108
Passenger Vehicles	$ 0.0000672	$ 0.0000672
5. Annual Lift Cost		
Trucks	$ 5,997.68	$ 12,463.93
Passenger Vehicles	$ 5,800.38	$ 12,053.92
TOTAL	$11,798.06	$ 24,517.85

1/ Source: Bureau of Public Roads memorandum dated April 4, 1960

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April, 1961

SMITH POINT-YOUNGS BAY BRIDGE
CAPACITY COMPUTATIONS

Item		Low Level	High Level
Truck Adjustment			
Grade & Length		2400' @ 1.33%	2400' @ 2.77%
Weight of Trucks		40,000 lb.	40,000 lb.
Speed 1/		32 MPH	22 MPH
Passenger Car Equivalent 2/		4	11
Vehicles per day			
1958 ADT	3,900		
1965 ADT	4,800		
1985 ADT		10,080	10,080
1985 DHV (15%)		1,512	1,512
Trucks (10%)		151	151
Passenger Vehicles		1,361	1,361
1985 DHV in Equivalent Passenger Vehicles			
Trucks		604	1,661
Passenger Vehicles		1,361	1,361
TOTALS		1,965	3,022
Practical Capacity Passenger Vehicles per hour 1/		900	900

Design hour volumes exceed the practical capacity for a two lane facility making multi-lanes necessary. Computations to obtain the necessary lanes follow:

	Low Level	High Level
1985 DHV in Equiv. Passenger Vehicles in Heavier Direction (60%)	1,179	1,813
Practical Capacity Passenger Vehicles per hour per lane	1,000	1,000
Number of Lanes in One Direction	1.18	1.81

1/ Source: Highway Capacity Manual
2/ Source: Figure 6, Page 23, HRB 167

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Youngs Bay-Bridges)-1

16 February 1961

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. Ivan D. Merchant, Bridge Engineer

Dear Mr. Merchant:

In reply to your letter of 10 February 1961 there are inclosed two copies of my letter dated 17 March 1953, and two copies of the waterway velocity calculations made in 1953 in reference to the Youngs Bay Bridge.

see original copy

Please call on me if you need additional information.

Very truly yours,

T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

2 Incl
1. Ltr of 10 Feb. 1961 (dup)
2. Waterway Velocity Calc. (dup)

RECEIVED
[illegible]
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

Hydraulic Design Data for Bridge Sites

Youngs Bay, Oregon

PRESENT BRIDGE SITE

ITEM	No Bridge	570-foot Bridge
I. Q = 72,000 c.f.s. with water-surface elev. = +1 ft. MSL, 4,500 c.f.s. Youngs River flood, and 2-ft. inshore wind effect.		
a. Max. mean side velocity - f.p.s.	2½	4
b. % flow in main channel	90	100
c. Max. velocity in main channel - f.p.s.	3	4
d. Cross-sectional area of flow - ft.^{2}	31,000	18,200
II. Q = 60,000 c.f.s. with water-surface elev. = 0 ft. MSL, no Youngs River flow, and no inshore wind effect.		
a. Max. mean side velocity - f.p.s.	2	3½
b. % flow in main channel	100	100
c. Max. velocity in main channel - f.p.s.	2½	3½
d. Cross-sectional area of flow - ft.^{2}	27,500	17,500

Hydraulic Design Data for Bridge Sites

Youngs Bay, Oregon

SMITH POINT SITE

ITEM	No Bridge	5,530-ft. Bridge	3,350-ft. Bridge
I. Q = 1[illegible]3,100 c.f.s. with water-surface elev. = 9 ft. [illegible], 17,000 c.f.s. flow from Youngs River and Lewis and Clark River, and 2-ft. inshore wind effect.			
a. Max. mean ebb velocity	6	6½	8
b. % flow in main channel	88	92	100
c. Max. velocity in main channel	8½	9	10
d. Cross-sectional area of flow	25,900	22,400	19,700
II. Q = 137,1[illegible] c.f.s. with water-surface elev. = 3 ft. [illegible], no flow from Youngs River or Lewis and Clark River, and no inshore wind effect.			
a. Max. mean ebb velocity	5½	6	7½
b. % flow in main channel	86	92	100
c. Max. velocity in main channel	8	8	9
d. Cross-sectional area of flow	25,300	22,400	18,700

Incl. 2

8306

February 10, 1961

Corps of Engineers
U. S. Army
Office of the District Engineer
Portland Oregon District
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Smith Point Site
Youngs Bay

In 1953 preliminary thoughts were being given to the rerouting of the Oregon Coast Highway across Youngs Bay, and at that time you were contacted by Mr. G. S. Paxson, Bridge Engineer, regarding your thoughts on required channel clearances.

By letter of March 17, 1953 you gave us some channel velocities with certain widths of opening at the Smith Point site. Since that time the structure has been determined to be 4200' in overall length which will provide approximately a 4000' channel opening. The War Department Permit was based on this opening, and approved by the Corps. In order to complete our presentation to the Bureau of Public Roads we would very much like to have two copies of the waterway velocity calculations made in 1953 and as represented by velocities given in the letter of March 17, 1953 over the signature of T. W. Ragsdale, Chief, Operations Division.

Thanking you in advance for this material I remain,

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

Polk

Copy to Merchant
with CD 14 on 1/31/61 T

MEMORANDUM

TO: Mr. B. M. French, Regional Engineer, Portland, Oregon

DATE: January 23, 1961

FROM: C. M. Williams, Assistant Commissioner, Washington, D. C.
By: E. L. Erickson, Chief, Bridge Division, Engineering

22-30

SUBJECT: Oregon F-115 (14), Bridge over Young's Bay, Astoria,

Receipt is acknowledged of your memorandum of January 6, the division engineer's memorandum of December 11, 1960, the State's letters of December 6, 1960, and October 24, 1960, and preliminary layout plans for the proposed bridge which will carry the relocated coast highway (U. S. 101) across Young's Bay at Astoria.

The proposed structure has a length of 4,800 feet and consists of prestressed concrete approach spans on concrete pile trestles. The center section opposite the existing swing span consists of one 147-foot fixed through truss span and a vertical lift span of 150 feet between piers with clearances as follows: horizontal, 130 feet; vertical closed, 143 feet; vertical with truss [illegible] 60 feet above M LLW.

45 raised

No mention has been made of the type and magnitude of the river traffic. We wonder if the feasibility and economy of a fixed bridge has been investigated.

Apparently, the State has made an extensive study of the waterway provided by this structure since it is stated that the length of bridge was calculated on the basis of keeping the velocity below 9.5 feet per second (average). Because of the great length of this structure in order to meet this requirement, we suggest that the need for the proposed waterway be reviewed by the Regional office.

Subject to the result of further study of the hydraulic features, and pile sizes and lengths after foundation information has been obtained, the preliminary layout appears to be generally satisfactory.

cc:

W. C. Hill

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Youngs Bay-Bridges)-1.

1 December 1960

Oregon State Highway Department

Salem, Oregon

Gentlemen:

Inclosed is an instrument signed 22 November 1960 authorizing Oregon State Highway Department to construct a bridge across Youngs Bay near Astoria, Oregon.

The instrument authorizes the work in accordance with the approved location and plans shown on the prints which are attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

It is requested this office be notified sufficiently in advance of the dates for commencement, suspension, resumption and completion of the work in order that inspections may be made at appropriate times.

Very truly yours,

T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

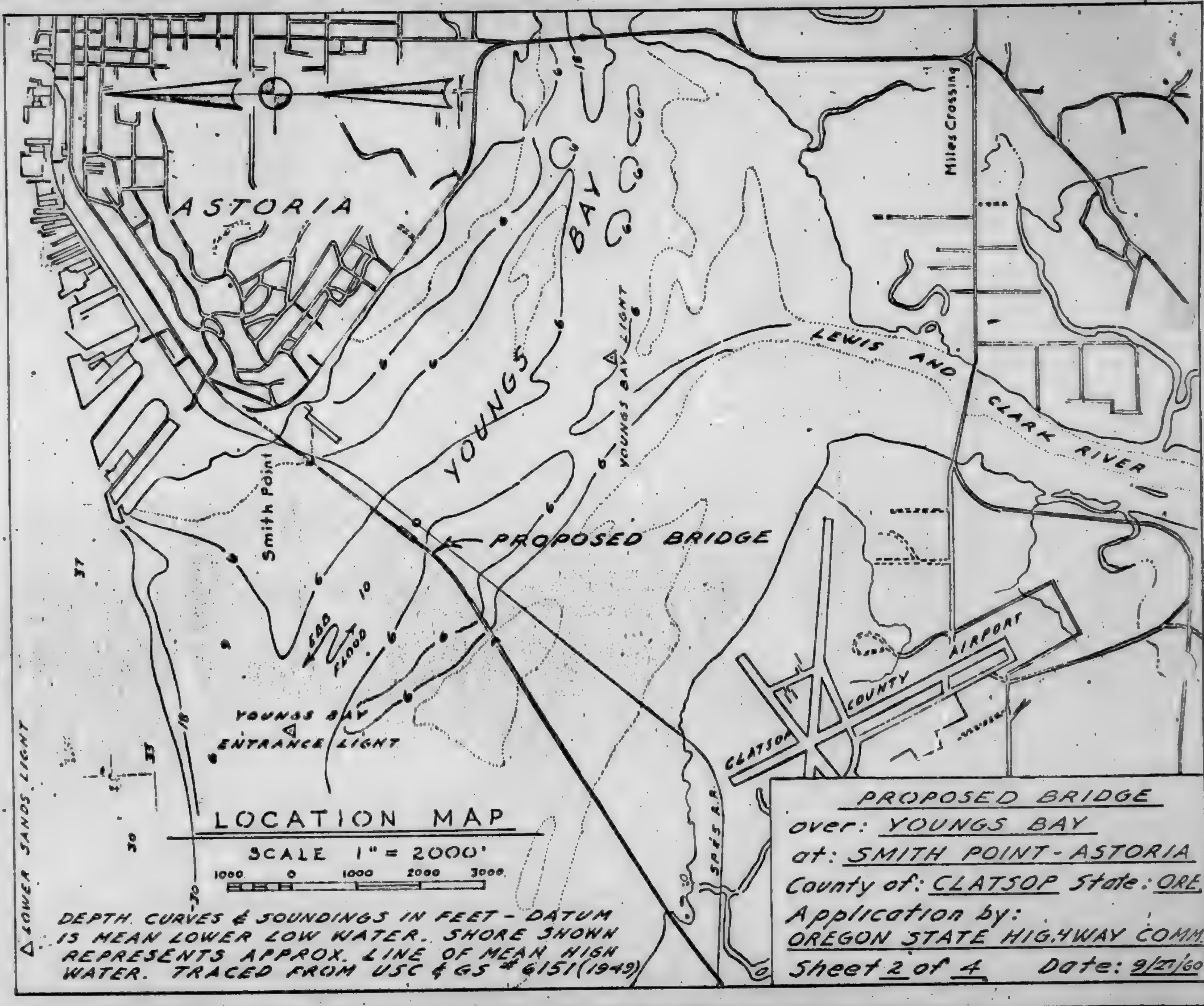
1 Incl
Instrument dtd
22 Nov. 1960

RECEIVED
DEC 9 1960
[illegible]

RECEIVED
DEC - 5 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 5 1960
OFFICE OF
STATE HIGHWAY ENGINEER

TRIM LINE



LOCATION MAP

SCALE 1" = 2000'

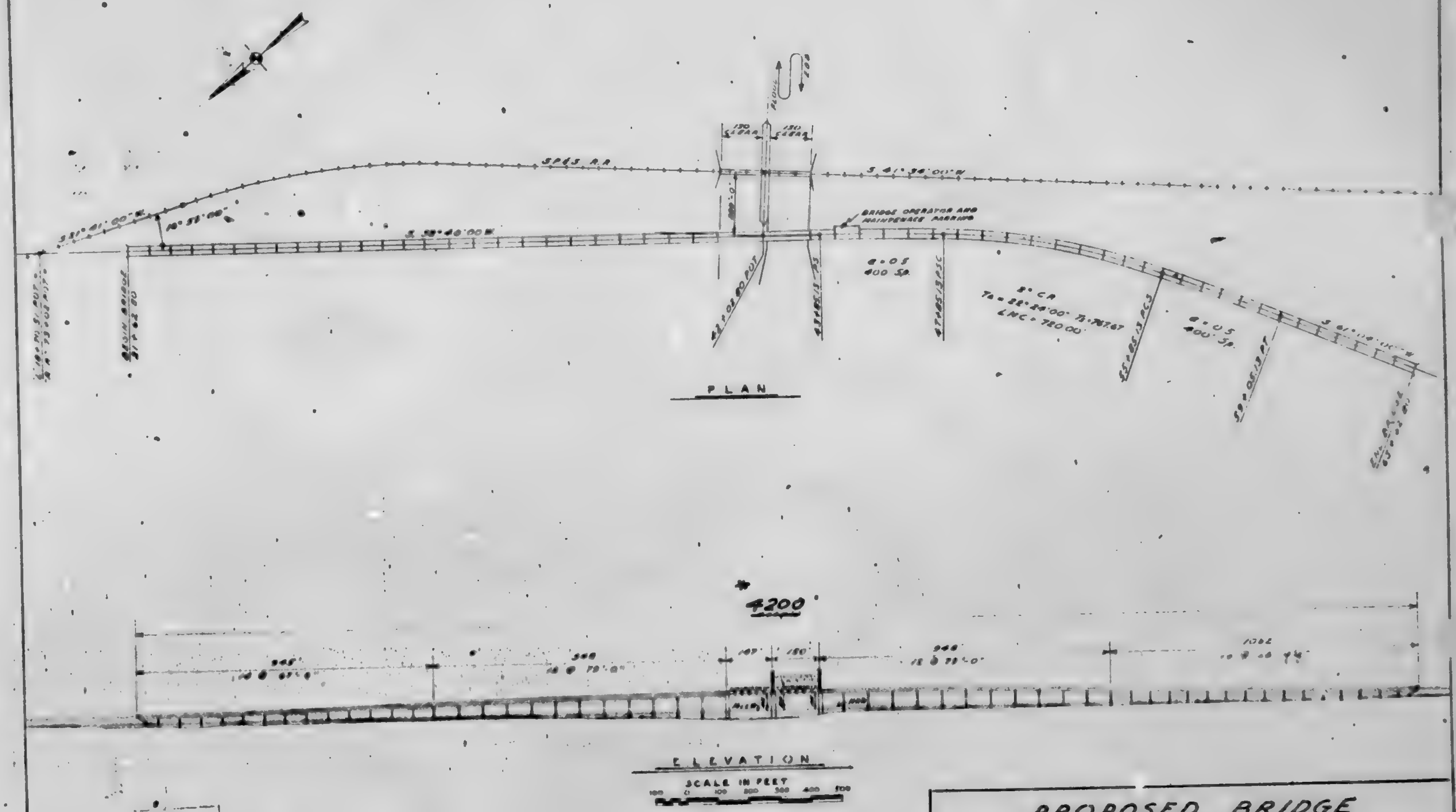
1000 0 1000 2000 3000

DEPTH CURVES & SOUNDINGS IN FEET - DATUM IS MEAN LOWER LOW WATER. SHORE SHOWN REPRESENTS APPROX. LINE OF MEAN HIGH WATER. TRACED FROM USC & GS # 6151 (1949)

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT - ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 2 of 4 Date: 9/27/60

TRIM LINE

TRIM LINE



NOTE. CLEARANCES ARE IN FEET & REFER TO MEAN LOWER LOW WATER.
MLLW IS 3.5 FEET BELOW MSL. (ADJ. 1947)

* CORRECTION 12/2/60 HLS

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT - ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 3 of 4 Date: 9-27-60

TRIM LINE

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

NPPKS-4

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

March 17, 1953

REFER TO FILE
NO. NPP 800.6(Youngs Bay-Bridges)-1

Oregon State Highway Department
Salem
Oregon

ATTENTION: Mr. G. S. Paxson, Bridge Engineer

Gentlemen:

The following information is submitted in response to your letter of February 27, 1953, concerning two bridge sites across Youngs Bay at Astoria, Oregon.

As high level bridges will impose a restriction on the height of masts, in addition to the horizontal restriction of the fairway it is believed that a public hearing would be scheduled when the formal application is received. The information furnished is tentative, as you are aware and final determination of actual clearances to be required will be made only after replies are received to the public notice, or after the public hearing is held.

At either site, Smith Point or at the existing bridge, it is suggested that the vertical clearance be not less than 85 feet above mean lower low water. Even with this clearance some of the floating plant based at Astoria could not pass under the bridge at higher high water.

At the site of the existing bridge, it is suggested that the toe of any fill be limited to the established Federal Bulkhead line on both banks. Under this condition the expected maximum flow is estimated to be about 3 feet per second. The main channel span should be not less than the present bridge main (bascule) span, 150 feet, as so far as is known no complaint has been received to the present clearance.

The Smith Point site is more involved in that the present maximum velocity is estimated to be about 8.5 f.p.s. If the waterway were restricted with fill approaches to a bridge providing an opening of 5530 feet, it is estimated the maximum velocity would be increased to 9 f.p.s., and with a bridge opening of 3360 feet the maximum velocity is estimated as 10 f.p.s. Nearly all heavy tows are downstream, and at

min '4000

the present time if there is any small amount of heavy traffic upstream it is believed to be moved on the incoming tide. In view of this, an increase in velocity to 10 f.p.s. would not be considered a serious handicap to navigation. As to the scouring, this office has insufficient information at this time to draw any conclusions. It is probable that any changes in the channel caused by the increased flow, would not adversely affect navigation to a great extent. The effect on the bridge foundation is problematical. A horizontal clearance of 250 feet for the main channel (navigation) span is suggested for this site, as it would have to accomodate all traffic from upper Youngs Bay, Lewis and Clark River and Youngs River. This would be comparable to the two openings in the present railway swing span.

At the Smith Point site careful consideration should be given to the alignment of the navigation span with the thread of the stream, and to prevent interference with the long log raft tows common to the area, approaching from the railway span. The distance between the present railway bridge and the site for the new bridge is believed to be less than the length of the usual tow.

FOR THE DISTRICT ENGINEER:

Very truly yours,

T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

1 Incl
Astoria Quadrangle

RECEIVED
MAR 19 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 19 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Gen. File

February 27, 1953

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

The Highway Department is investigating a realignment of the Oregon Coast Highway between Astoria and Seaside. Two of the possible lines involve new crossings of Youngs Bay. We are quite anxious to get away from a drawspan and to use a high-level bridge.

On the attached print of the Astoria quadrangle we have shown in pencil the approximate line of these two proposals. It would be greatly appreciated if you could informally advise us as to the approximate vertical and horizontal clearances which would be needed on these two lines. We would also appreciate your advice as to the total length of bridge on each of the lines which should be provided in order to keep tidal currents to velocities which would not cause undesirable erosion of the stream bed.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

FORM 2-50 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1966

SUBJECT: Audit Citation
Youngs Bay Bridge Section
Oregon Coast Highway
Contract No. 6197
Federal Project No. UF-115(14)

To: Mr. Tom Edwards
Assistant State Highway Engineer
Department

It is my understanding the subject citation was the alleged lack of documentation to support the estimate of some of the materials incorporated in the bridge. The field data has been searched by the Bridge Department and the supporting data found. This data was shown to representatives of the Bureau of Public Roads, who, it is my understanding, are satisfied with it, eliminating the cause of the citation.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc Ivan Merchant
L. H. Young

NOTED
VICTOR D. WOLFE

NOTED
TOM EDWARDS

RECEIVED
JAN 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1964

FOR FILING

6197
OMAHA OFFICE

THE ÆTNA CASUALTY AND SURETY COMPANY
THE STANDARD FIRE INSURANCE COMPANY
HARTFORD, CONNECTICUT

December 15, 1964

SUITE 400, KIEWIT PLAZA
3555 FARNAM STREET
OMAHA, NEB. 68131
341-0456

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Peter Kiewit Sons' Co.
Youngs Bay Bridge Section
Oregon Coast Highway - Clatsop County

Gentlemen:

We hereby consent to the release of the final payment to Peter Kiewit Sons' Co. on the above captioned project.

Sincerely,

THE ÆTNA CASUALTY AND SURETY COMPANY

BY: Joseph W. Elliott
Joseph W. Elliott, Attorney-in-fact

JWE:js

cc: Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

RECEIVED
DEC 11 1964

FOR FILING

HF-115(14)

6197

December 10, 1964

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

On November 10, 1964, we wrote to you concerning release of final payment on Contract No. 6197, awarded to Peter Kiewit Sons' Company, for structure on the Youngs Bay Bridge Section of the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $73,614.75 and the total contract amount is $2,460,254.50, including $6,429.39 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

C. H Maison
Attn: John Herr

RECEIVED
NOV 18 1964

6197

November 17, 1964

Oregon State Highway Commission

Request for extension of time
No. 7
November 24, 1964 meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the Young's Bay Bridge project (Contract No. 6197) has requested an extension of 38 workdays without assessment of liquidated damages in which to meet a partial completion date for Spans 1 and 52.

The contractor's contention is that failure on the part of the State to establish pile lengths for the bents involved in construction of Spans 1 and 52 prevented him from completing the work within the time allotted.

The contractor's contention is correct, as it was necessary to withhold the pile length order list until the correct lengths could be ascertained by driving adjacent bents.

Early completion of the end bents (Spans 1 and 52) was specified to accommodate paving operations at the bridge ends. Late completion of the bridge end spans did not delay paving operations nor overall completion of the bridge contract.

It is recommended that the requested extension be granted without assessment of liquidated damages.

This is a Federal-aid urban project. The Bureau of Public Roads concurs in this extension.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

CAG:jm fn

Forrest Cooper
State Highway Engineer

Enc.

cc	Floyd Query	C. H. Maison
	R. L. Porter	Ivan Merchant
	P. M. Stephenson	L. H. Young
	Victor D. Wolfe	R. D. Asburry

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: November 2, 1964

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. I. Merchant, Bridge Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

T. Dec by
T. Dec
Eng. Coordinator

SUBJECT: UF-115(14), Youngs Bay Bridge
Request for Time Extension

For the reasons given in Mr. Merchant's letter of October 19, 1964 we concur in your recommendation that the contractor be given a 38 day extension of time in which to complete work on spans 1 and 52 without assessment of liquidated damages.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 5 - 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
NOV 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

H-310 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#7

Oregon State Highway Commission
Salem, Oregon

Date October 8, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 260 days to 298 days, within which to complete our Contract No. 6197, without the assessment of liquidated damages. The said contract is described as follows: Construction of the Youngs Bay Bridge, Clatsop County, Astoria, Oregon.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letters.

APPROVED BY HIGHWAY COMMISSION
DATE 12-15-64 for an increase of 38 workdays
Floyd Query
Secretary

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By Edward C. Lynch
[redacted]

CONSENT OF SURETY

Date October 8, 1964

We, ÆTNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C. Kraig
Kenneth C. Kraig, Attorney-in-fact

Paul R. Ratliffe
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

AM PM
7 8 9 10 11 12 1 2 3 4 5 6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6197 Contractor Peter Kiewit Sons' Company

Highway Oregon Coast

Section Young's Bay Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract beXXXXXXXXr GRANTED. The reasons for such recommendation are as follows:

Conditions beyond contractors control.

Recommended for Approval:

R. D. Asbury
Division Engineer

Ivan D. Merchant
~~Construction Engineer or~~
Bridge Engineer

P. M. Stephenson
Asst. State Highway Engineer

Contract No.	6197
Project designation	U-F-115(14)
State-Federal	
Date awarded	December 21, 1962
Work started	March 12, 1963
Per cent completed	100%
Date	
No. of Workdays Allowed	160
No. of Workdays Used	198
No. of Added Workdays Requested	38

May 11, 1964

P. O. Box 304
Astoria, Oregon

RE: State Contract No. 6197
Youngs Bay Bridge
Serial Letter No. A-38

Mr. Allan Harwood, Res. Engr.
Oregon State Highway Dept.
P. O. Box 273
Astoria, Oregon

Dear Sir:

We hereby protest the charging of work days April 27, 29, 30 and May 1, 1964, due to inclement weather, being showers of a nature to make it impossible to proceed with painting of structural steel and dry finishing of curbs and hand rail.

Yours very truly,

PETER KIEWIT SONS' CO.

C. W. Real, Supt.

CWR:jo

cc: Res. Engr. (2)
Vancouver (1)
Job file (1)

May 4, 1964

P. O. Box 304
Astoria, Oregon

RE: State Contract No. 6197
Youngs Bay Bridge
Serial Letter No. A-37

Mr. Allan Harwood, Res. Engr.
Oregon State Highway Dept.
P. O. Box 273
Astoria, Oregon

Dear Sir:

We hereby protest the charging of work days April 20, 21 and 22, 1964, due to inclement weather, being showers of a nature to make it impossible to proceed with painting of structural steel and dry finishing of curbs and hand rail.

Yours very truly,

PETER KIEWIT SONS' CO.

C. W. Real, Supt.

CWR:je

cc: Res. Engr. (2)
Vancouver (1)
Job file (1)

April 27, 1964

P. O. Box 304
Astoria, Oregon

RE: State Contract No. 6197
Youngs Bay Bridge
Serial Letter A-36

Mr. Allan Harwood, Res. Engr.
Oregon Statehighway Dept.
P. O. Box 273
Astoria, Oregon

Dear Sir:

We hereby protest the charging of work days Tuesday April 14 and Thursday April 16, 1964, due to inclement weather, being showers of a nature to make it impossible to proceed with dry finishing of curbs and rail.

Yours very truly,

PETER KIEWIT SONS' CO.

C. W. Real, Supt.

CWR:je

cc: Res. Engr. (2)
Vancouver (1)
Job file (1)

COPY

7 November, 1963

P. O. Box 304
Astoria, Oregon

RE: State Contract No. 6197
YOUNGS BAY BRIDGE
Serial Letter No. A-24

Mr. Allen Harwood, Res. Engr.
Oregon State Highway Dept.
P. O. Box 273
Astoria, Oregon

Dear Sir:

We hereby request an extension of time for the completion of spans 1 and 52, in the amount of 47½ days, which was previously requested in our Serial Letters No. A-7 and A-10.

This request is based on the fact that the work on this portion of the project was completely halted by the delays as outlined in the above-mentioned letters.

Very truly yours,

PETER KIEWIT SONS' CO.

K. W. Schlemmer
Project Engineer

KWS:jo

cc: Res. Engr. (2)
Vancouver (1)
Job file (1)

FORM E-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 12, 1963

Peter Kiewit Sons' Company
P. O. Box 304
Astoria, Oregon

Gentlemen:

Re: Youngs Bay Bridge
Contract No. 6197
Contract Request for Extension of Time

Your Serial Letters Nos. A-7 and A-10 under dates of June 28 and June 18, respectively, have been received.

These letters requested extension of time on the Youngs Bay Bridge contract because of alleged delays in your construction operations from lack of pile order lengths. Your attention is directed to Paragraphs 2.3.7 and 2.3.8 of the special provisions regarding order lengths for piling.

No extension of time will be considered at this time on the project. If, upon the completion of the project, additional time is required consideration will be given to the above-mentioned letters as reasons for a recommendation to the Highway Commission for a time extension.

Very truly yours,

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. A. W. Harwood
Mr. Ray Asburry

Copy to
Bill Hitt
7-13-63

FORM 8-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Astoria
July 12, 1963

Peter Kiewit Sons' Co
P. O. Box 304
Astoria, Oregon

Re: Youngs Bay Bridge

Attn: C. W. Real

Gentlemen:

This is to confirm my telephome conversation with Mr Real of July 11, 1963 concerning work on the concrete pile supported bents where the piling have already been driven. The stop work order issued June 27, 1963 to halt any work which would interfere with additional driving of the piles is with drawn. Workday charges will be resumed Monday, July 15, 1963.

Very truly yours,

Allan Harwood

Allan C. Harwood
Res. Bridge Engr

cc. I. D. Merchant
R. D. Asburry

Copy to
Bill [illegible]
7-12-63

FORM X-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Astoria
July 2, 1963

Peter Kiewit Sons' Co.
P.O. Box 304
Astoria, Oregon

Re: Youngs Bay Bridge

Attention C. W. Real

Gentlemen:

This is to confirm my verbal instructions of 6/27/63. All work on bt. 4-11 including bt. 49 which would interfer with additional driving of the piling in those bents is to cease until futher instructions which will be forth coming up on completion of the pile load test at bt. 11 left.

No workdays will be charged during this period. This is assuming the load test at bt.11 will be carried out as soon as authorized.

Allan C Harwood
Allan C. Harwood
Res. Bridge Engr.

ACH:dm

cc: R. D. Asburry
I. D. Merchant

June 28, 1963

P. O. Box 304
Astoria, Oregon

RE: State Contract 6197
YOUNGS BAY BRIDGE
Serial Letter A-12

Mr. Allen Harwood, Res. Engr.
Oregon State Highway Dept.
P. O. Box 273
Astoria, Oregon

Dear Allen:

We hereby acknowledge and confirm your verbal order of June 27, 1963, to stop placing Class B Concrete pile plugs with exception of those piles driven at bents 2 and 3, and to stop work on placing concrete pile cap cross beams.

Yours very truly,

PETER KIEWIT SONS' CO.

C. W. Real, Supt.

CWR:jo

cc: Vancouver (1)
Job file (1)
Res. Engr. (2)

28 June, 1963

P. O. Box 304
Astoria, Oregon

RE: State Contract 6197
YOUNGS BAY BRIDGE
Serial Letter A-7

Mr. Allen Harwood, Res. Engr.
Oregon State Highway Dept.
P. O. Box 273
Astoria, Oregon

Dear Sir:

We hereby request an extension of work days due to delay caused by driving of piles at bents 2, 4, 5, 6 and 7 below cut-off grade as directed by you, and the subsequent build-up of these piles.

As you know the equipment and man-power used on this work has been diverted from their normally-scheduled work and therefor delayed our expected completion date.

We feel these delays have amounted to two-and-a-half (2½) days on over-driving of piles and four (4) days on pile build-up.

Very truly yours,

PETER KIEWIT SONS' CO.

C. W. Real, Supt.

CWR:jo

cc: Res. Engr. (2)
Vancouver (1)
Job file (1)

June 18, 1963

P. O. Box 304
Astoria, Oregon

RE: State Contract 6197
Youngs Bay Bridge
Serial Letter No. A-8

Mr. Allen Harwood, Res. Engr.
Oregon State Highway Department
P. O. Box 273
Astoria, Oregon

Dear Sir:

We hereby protest the charging of work days on the following dates.

June 10, 11, 12, 13 and 14, 1963.

This protest is based on the fact that our subcontractor is unable to cast 48"-diameter concrete piling because you have failed to supply us with order lengths at a rate consistent with his ability to cast piling. This delay in casting can only be followed by a corresponding delay in completion of this project, because of the critical dependence of the remaining work on the pile casting.

Very truly yours,

PETER KIEWIT SONS' CO.

C. W. Real, Supt.

CWR:ja

cc: Res. Engr. (2)
Vancouver (1)
Job file (1)

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Astoria, Oregon
June 17, 1963

Peter Kiewit Sons' Co.
P. O. Box 304
Astoria, Oregon

Re: Youngs Bay Bridge
Contract 6197

Attention C. W. Real

Gentlemen:

Your protest of workdays charged against contract 6197 during week of May 27 thur May 31, 1963, has been rejected for the reason stated on the accompanying copy of the "Report on Contractors Protest of Workday Charges made against time Limit of Contract."

Very truly yours,

Allan C. Harwood

Allan C. Harwood
Res. Bridge Engr.

ACH/dm

10 June, 1963

P. O. Box 304
Astoria, Oregon

RE: Youngs Bay Bridge
Contract No. 6197
Astoria Job 3131
Serial Letter A-5

Mr. Allen C. Harwood, Res. Engr.
Oregon State Highway Department
P. O. Box 273
Astoria, Oregon

Dear Mr. Harwood:

We hereby protest the charging of work days on the following dates: June 3, 4, 5, 6, 7, 1963.

Our protest is based on the fact that our sub-contractor is unable to cast 48"-diameter concrete piling because you have failed to supply us with order lengths at a rate consistent with his ability to cast piling. This delay in casting can only be followed by a corresponding delay in completion of this project, because of the critical dependence of the remaining work on the pile casting.

Very truly yours,

PETER KIEWIT SONS' CO.

C. W. Real, Supt.

CWR:jo

cc: Res. Engr. (2)
Vancouver (1)
Job file (1)

Form No. [illegible]

Contr

OREGON STATE HIGHWAY DEPARTMENT

Report on Contractor's Protest of Workday Charges Made Against Time Limit of Contract

Section [illegible] Contract No. 6297
Kind of Work [illegible] Date of Report 6/8/63
Highway [illegible] Contractor Peter Kiewit Sons'Co

Date of protest [illegible]
Date protest received:
At Salem Office [illegible]
At Division Office [illegible]
At Resident Office [illegible]

Date of submission of protest (as indicated by date received): 6/3/63

Weekly periods occurred within 10 days prior to submission of protest:
5/20/63 to 5/24/63
and 5/27/63 to 5/31/63

ACTIONS ON REDUCTIONS CLAIMED IN PROTEST

Workday Reductions Claimed in Protest		Claimed Reductions Ineligible for Consideration		Claimed Reductions Eligible for Consideration (Days)	Reductions allowed by engineer. Will be credited in statement dated	Space below reserved for use of Salem Office
Period or Date	Reduction (Days)	Previously Allowed (Days)	10-day Limit Exceeded (Days)		(Days)	
5/27-5/31/63	3	0	0	3	0	I concur in Field and Division recommendation. IDM

Remarks: (Use back of this form or additional sheet if more space is needed.)

Contractor's protest is based on the failure of the State to furnish him with order lengths for concrete piles.
I recommend the contractor's protest not be allowed because lack of order lengths did not reduce his productivity to below 60% of normal on the days protested.

Submitted by: Resident Engineer

Approved: Asst Division Engineer

Approved: ~~Construction Engineer~~—Bridge Engineer

Instructions: On receipt of contractor's protest, whether from the contractor, the Division Office or the Salem Office, the resident engineer shall prepare report in five copies, attaching the contractor's protest to the original copy. The original and three copies shall be sent to the division engineer, who, after indicating his approval, will forward the original and two copies to the construction engineer. The construction engineer, after indicating his approval, shall retain the original copy and shall forward the remaining copy to the contractor.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 4, 1963

5 196

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Attention: Mr. William D. Hitt

Gentlemen:

Re: Youngs Bay Bridge
Contract No. 6197
Bridge No. 8306

Upon completing the triangulation across the bay and staking out the bents on the south approach to the Youngs Bay Bridge it is obvious that the bridge must be lengthened in order to fit the embankment as constructed. It is proposed that Span No. 50 be revised from a 74-foot precast beam span to a 80-foot beam span. Details of this change as may be necessary will be furnished you in the very near future.

It is proposed that payment for the revision will be made as provided in the contract for the various items of work.

Very truly yours,

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. Al Harwood
Mr. Ray Asburry

EIVED
NOV 1 2 1964
FOR FILING
[illegible]
6197

2861

7

November 10, 1964

Mr. Ralph W. McGinnis
Assistant Director
State Board of Aeronautics
3040 - 25th Street, S. E.
Salem, Oregon

Dear Sir:

We wish to thank you for your assistance in helping us determine whether or not the navigation lights on the Youngs Bay Bridge could be shielded.

The information that you have transmitted to us has been of great assistance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
R. D. Asburry

LEG:aa jw

BOARD MEMBERS
ALVA C. GOODRICH, BEND, CHAIRMAN
WILLIAM F. MADDRON, EUGENE, VICE-CHAIRMAN
A. J. DWYER, PORTLAND
ROGER LOENNIG, HAINES
ROBERT E. VEATCH, KLAMATH FALLS

STATE OF OREGON
BOARD OF AERONAUTICS
3040 25TH STREET S.E.
SALEM 97310

October 29, 1964

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Cooper:

Porter

In answer to your question regarding the obstruction lights on the Youngs Bay Bridge at Astoria, I see no reason why the shields could not be installed as you suggest. Another possible solution appears that if the lights could be lowered to the roof top, the bulk of the tower would effectively shield them from highway traffic.

The towers are low enough and far enough from the airport that either method of alteration of the lights would not increase the hazard aeronautically.

One matter that we did not discuss, but I feel certain you have considered, is any effect this change might have from a marine standpoint. I am not aware of any problem, however there could be one.

I hope that if we can be of assistance to you any time in the future, you will ask.

Sincerely,

Ralph W. McGinnis

Ralph W. McGinnis
Assistant Director

Fred Grange
RD

RWM:ep
Enclosure

RECEIVED
NOV 6 1964
TRAFFIC ENGINEERI

RECEIVED
OCT 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to FC

RECEIVED
NOV 10 1964

FOR FILING

6191

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 9, 1964

SUBJECT: Lighting on Youngs Bay Bridge

To:
R. N. Bothman
Sign Engineer
SHOPS

Northbound traffic on the south approach of the new Youngs Bay Bridge has been confused by the appearance of the flashing red air navigation lights falling directly behind a "PREPARE TO STOP WHEN THIS LIGHT FLASHES" sign. The navigation lights are located on the tower and fall directly in line with the sign at a certain location. The appearance of these flashing lights are very disturbing to the driver particularly during the hours of darkness.

I am attaching correspondence from Mr. Ralph McGinnis of the State Board of Aeronautics who has checked on the possibility of shielding these lights particularly with respect to any possible interference with air navigation. Mr. McGinnis advises us that it will be permissible to shield these lights in a manner outlined to him in previous correspondence. A copy of this correspondence is also attached.

I would like to suggest that the possibility set forth by Mr. McGinnis be investigated before any shielding is done. His solution, that of simply lowering the light would be a very easy thing to do if it will accomplish the same purpose.

L. E. George
Assistant Traffic Engineer

NOTED
TOM EDWARDS

LEG:aa
Attachments
cc: Tom Edwards ✓
Ed Hunter
R. D. Asburry

RECEIVED
NOV 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1964

FOR FILING

[illegible]
"
6197

November 9, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 24 on Contract No. 6197. The contract was with Peter Kiewit Sons' Company and was for work on the Youngs Bay Bridge on the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 9, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

bbc

RECEIVED
AUG 1 1 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Ore
Aug 8, 1964

SUBJECT: Youngs Bay Bridge
Contract 6197

To: R. D. Asburry
Division Engr
Oregon State Hwy Dept
Salem, Ore

As a result of inclement weather which interfered with the painting on the subject structure, the estimated date of opening to traffics must again be revised. Barring additional delays the structure should be ready for traffic Aug. 21. A considerable amount of painting remains so the completion date is very much dependent on the weather.

Allan C Harwood
Allan C. Harwood
Res. Bridge Engr

cc. I. D. Merchant

Copy for Mr. Wolfe.
Because of the weather I
would suggest Aug. 28 rather
than Aug. 21.

NOTED
VICTOR D. WOLFE

RECEIVED
AUG 1 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 1 0 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
I. D. MERCHANT

RECEIVED
1964
FOR FILING

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 14 1964 by W E Martin
Title Dist Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	YOUNGS BAY BRIDGE	Date	Aug 14, 1964
Highway	Oregon Coast Hwy	Contract No.	6197
County	Clatsop	Prefix	4-1094
Contractor	Peter Kiewit Sons' Co	F. A. Project No.	U2F-115(14)
Address	P. O. Box 1777 Vancouver Wash	Order No.	#5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Increase weight of counterweight

1. Maximum equipment rental rates allowable as per A. G. C. agreement
2. Percentage allowed contractor is in accordance with executed contract for this job

Location by station numbers:

Pier 2 and Pier 3

Estimate of quantities and cost:

Increase weight of counter weight

Labor	$100
Materials	100
Equipment rental	50
	$250
+15% (Cont. Allow) Total	$287.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The lift span was weighed after it was painted and all concrete was poured and was found to be approximately 10,000 lb. heavy on each end. To compensate, scrap iron and additional concrete is to be placed in the counterweights.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,692,609.88
Present estimate of project cost, including $ 287.50 for work under this order	$2,650,399.19
Expected under-run amount	$ 42,210.69
Expected under-run per cent	1.57%

Space to right of this line is for use of Salem Office

Submitted by: Allan C Howard
Resident Engineer

Approval Recommended: R. D. Ashury
Division Engineer

Approval Recommended: Ivan D Merchant
~~Construction Engineer~~ or Bridge Engineer

Approved: P. M. Stephenson
~~Deputy State Highway Engineer or~~
Assistant State Highway Engineer

State Printing

RECEIVED
JUL 20 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

LLOYD P. SHAW

JUL 2

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Youngs Bay Bridge .... Date June [illegible], 19[illegible]
Highway Oregon Coast Hwy .... Contract No. [illegible]97
County Clatsop .... Prefix [illegible]
Contractor [illegible] Kiewit Sons' Co .... F. A. Project No. [illegible]
Address P. O. Box [illegible] Vancouver, Wash .... Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Furnish materials and perform labor for
1. installing rain and drip deflectors over doors in operator's house which open out
2. installing landing platform at bottom of ladders from mach. houses to lift span
3. extending tower access ladders to provide hand hold at landings
4. reinforcing navigation light access ladders.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

Towers piers 2&3 and operator's house

Estimate of quantities and cost:

Provide personnel safeguards and drip strip.

Labor	$280
Material	120
	$400
Cont. Allow	60
	$460

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Safety items called for by this order will reduce chance of injury to personnel servicing machinery.and navigation lights. The potential danger didnot become evident until the ladders were actually installed.
Drip deflectors over doors which open out are necessary to keep water running down the face of the building from being blown in above the doors.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,692,609.[illegible]
Present estimate of project cost, including $460 for work under this order	$2,650,111.6[illegible]
Expected under-run amount	$42,498.19
Expected under-run per cent	1.58%

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: R D .... Division Engineer

Approved .... Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

original To Young 7-14-64

FORM E-50 50M 2-63 49907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon

June 16, 1964

SUBJECT:

Youngs Bay Bridge
Contract 6197

To: R. D. Asbury
Division Engineer
Oregon State Highway Department
Salem, Oregon

Enclosed for your consideration find E.W.O. #5 to cover installing drip strips over doors of operators house, installing landing platforms at bottom of 2 ladders, extending tower access ladders and reinforcing ladders down to pier navigation lights.

Three of the exterior doors into the operators house open out and even though they are weather strippd accross the top, water still gets in. A drip strip would protect the opening over the door from rain blowing in and water running down the building would drip off rather than following the door header around and in.

From each machinery house there is a ladder down to provide access to the lift span when it is in the up position. When the lift span is down there is a 40 foot drop from the bottom of the ladder to the deck of the lift span. A man climbing down the ladder could stop off the bottom rung and fall to the deck which I very nearly did. Under the enclosed order a small platform 1'-4" sq would be installed to prevent a man from stepping off the bottom rung without any warning.

The bottom sections of the machinery house access ladders are just a little short to allow a good hand hold when stepping off onto the landing platform half way up the towers. Under this order the vertical rail next to the platform would be extended about a foot to provide a hand hold.

The vertical rails of the ladders down the pier to the navigation lights are, 3/8"x 3" bars, and extend 4' above the top supports They will bend under the weight of a man stepping onto the ladder and could cause him to lose his balance and fall into the river. Under this order the verticals extending above the top of the pier would be made more rigid by welding on another bar.

The first two items were discussed with Mr. Merchant when he was here last week, but I forgot to mention the other two. I have talked all of the above items over with representatives of the Bureau of Public Roads.

Allan C. H

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MAY 4 - 1964
FOR FILING

4-1094

FORM E-90X—50M—12-60 54977

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

c117

Salem, Oregon
April 30, 1964

SUBJECT: Youngs Bay Bridge Section
Oregon Coast Highway
Contract No. 8306

To: Memo to the Files

April 29th Resident Engineer Harwood and I contacted Warrenton City Manager Baldwin regarding the anticipated date the subject project would be available for traffic.

It has previously been anticipated that this project would be ready for traffic by July 4, 1964, and it was our understanding that a program was set up accordingly. Mr. Baldwin was advised that our present thinking was that the project would not be ready for traffic until possibly the 15th or 20th of July. Mr. Baldwin indicated that he did not believe delay in opening the bridge would create much of a problem.

The Jaycees of this area yearly conduct a parade as part of the July 4th celebration. If the subject project was available for traffic on this date, they would route the parade over at least a part of the facility, but if it was not available for traffic they could still route the parade over other roads and streets as in the past. He said he would convey this information to the Jaycees and if the delay created any large problem, he would further contact us.

Mr. Harwood is to contact Mr. Baldwin should the schedule change and the project be available for traffic by July 4th.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Ivan Merchant
Mr. V. D. Wolfe
Mr. A. C. Harwood

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

RECEIVED
APR 16 1964
FOR FILING

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1964

SUBJECT:

To:

Mr. Victor Wolfe
Administrative Assistant
Department

Today in a telephone conversation with Representative Holmstrom about another matter which I will discuss with you tomorrow, he brought up the matter of the dedication of the new bridge over Youngs Bay. He stated it was his understanding that the bridge was scheduled for completion about July 15 and that several local organizations, including the Astoria Jaycees and Council members from Hammond and Warrenton, were desirous of working in the dedication of the bridge in connection with their annual 4th of July festival. He was wondering if this could be accomplished even though the bridge might not be quite ready to open to traffic on July 4.

After advising Representative Holmstrom that you generally arranged the schedules for highway project dedications and telling him that I would check this out with you and try to let him know Friday when he will be here for an Interim Committee meeting, I called Slim Gardner who tells me the latest weekly report indicates that Kiewit will finish the bridge July 1. I also called John Canfield in the Division Office who said that the Resident Engineers most recent weekly report on Page Paving Company's job indicates a completion date of July 15. John also stated that he had heard some talk of an attempt to get Page to complete the job prior to July 4 so that the entire project would be open in time for the July 4th festival.

R. B. Sipprell
Liaison Engineer

RBS:cl

RECEIVED
APR 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

RECEI[illegible]
MAY 4 - 1964
FOR FI[illegible]

(18)

6197

[illegible]

Description of work: [illegible]

[illegible]

Estimate of quantities and cost:

[illegible]

[illegible] contractors allowance (15%) [illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

[illegible] crossing [illegible] it was necessary to install [illegible] on the bridge. This work [illegible]

NOTE: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.	Project authorization	$[illegible]
	Present estimate of project cost, including $[illegible] for work under this order	$[illegible]
	Expected under-run / over-run amount	$
	Expected under-run / over-run per cent	

NOTED
LLOYD P. SHAW

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]

Approval Recommended: [illegible]
Division Engineer

Approved [illegible]
Assistant State Highway Engineer

RECEIVED
MAR 24 1964
FOR FILING

1-F-115(1-1)

2177

March 23, 1964

Mr. R. R. Baldwin
Auditor & Police Judge
City of Warrenton
Post Office Box 250
Warrenton, Oregon

Dear Mr. Baldwin:

I have, this date, been advised that Governor Hatfield will be unable to participate in a dedication of the Youngs Bay Bridge near Astoria on July 4, 1964.

If it should be the desire of the Warrenton Junior Chamber of Commerce to incorporate a dedication ceremony into its 4th of July celebration, we will give you whatever help we can at the local level. You should feel free to call upon R. M. Smith, District Maintenance Superintendent, 194 14th Street, Astoria, who in turn could contact other representatives of the Highway Department in the area.

From our past experience, I am quite sure the local State Police would be willing to assist you as might be necessary.

If there is any further assistance this office can give, please feel free to call upon us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb

cc Forrest Cooper
R. L. Porter
Tom Edwards
R. D. Asburry
R. M. Smith
michant
4-28

RECEIVED
MAR 13 1964
FOR FILING

W F-112 (4)

6197

March 12, 1964

The Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Hatfield:

In connection with an annual Fourth of July celebration staged by the Warrenton Junior Chamber of Commerce, it has requested that a dedication be held of the new Youngs Bay Bridge between Astoria and Warrenton.

Our progress reports indicate that the bridge will be completed by that time.

Where a dedication such as this is held, the Highway Department has been making the arrangements to be sure that no "awkward" incidents occur.

The Junior Chamber of Commerce has expressed its desire to have you participate in the opening and dedication. The purpose of this letter is to inquire if you feel that you could give the principal address. If you will advise me as to your thinking on this matter, we will plan accordingly.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Mcd ant
4-28

CITY OF WARRENTON
WARRENTON, OREGON
P. O. Box 250
Telephone 861-2233

February 26, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem - Oregon

Dear Mr. Cooper:

As a follow-up on our telephone conversation, I will give you some of the particulars on the proposal to have the Warrenton Junior Chamber of Commerce dedicate the new Young's Bay Bridge.

The Junior Chamber of Commerce has been having an annual Fourth of July celebration that has increased in participation and patronage each year and this would be an ideal time to dedicate the new Young's Bay Bridge if the construction is anywhere nearly complete. Since the City of Warrenton and the various organizations have taken a lead over the years in promoting this new, modern route, we feel this would be very appropriate and we have an agreement with the Astoria Chamber to assist Warrenton in its dedication, with Astoria taking the lead in the dedication of the new Columbia Bridge.

If we could know fairly early as to the possibilities of the July 4th date, it would be possible to build this year's celebration around this dedication and also, of course, to make early provision for inviting the Governor of our State and the other highway officials who would participate.

We might add this is also a good time of year in Clatsop County because of the beginning of the sports fishing season and use of Fort Stevens State Park, which is in itself an outstanding tourist attraction, and many of whom, no doubt, would also be interested in attending the ceremonies for the new bridge.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jb

Copy to Merchant
4-28

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 1964
FOR FILING

NOTED
R. D. ASBURRY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Ore
March 13, 1964

SUBJECT: Youngs Bay Bridge
Contract 6197

RECEIVED
MAR 10 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

To: R. D.Asburry
Division Engr
Oregon State Hwy Dept
Salem, Ore

Enclosed for your approval find Price Agreement No. 10 for the subject job to cover furnishing and installing fender Bolts and P.A. No 11 a credit to the State, for substituting a standard motor control for the control specified in the contract.

The pier protection sheeting is at present attached to the pile dolphins with 12" spikes. During stormy weather swells breaking against the fenders cause a constant working back and forth of the fenders which gradually works the spikes loose. Several timbers have been lost already.

The men installing the bolts will have to work off a floating platform and will have to work the tide. A pneumatic drill and compressor will be required as it is contrary to company policy to use an electric drill in that location. With all the rigging up this will require and delays due to weather and tides, I think 2 men will do well to get 50 bolts a day. My estimate of the cost per bolt based on the 50 bolt a day rate is attached.

The price established by this agreement is the price per bolt submitted by Kiewit since their price was less than my estimate. I have discussed this price agreement and price with Mr. Ricketts.

The price agreement crediting the State for the substitute motor control is the result of a request for the substitution by the contractor. In a letter dated March 5, 1963(copy enclosed) Mr Merchant approved the substitution provided the State received the credit of $1,000 which the supplier and subcontractor offered to pass on to the owner.

Allan C Harwood

Allan C. Harwood
Res. Bridge Engr

6

YOUNGS BAY BRIDGE Contract 6197 March 13, 1964

ESTIMATE OF COST FOR ATTACHING 6x12 SHEETING TO PILE DOLPHINS WITH BOLTS

LABOR
2 pilebucks $3.93 /hr
Employers taxes
& contributions .79 /hr
$4.72 x 2 = $9.44/hr

EQUIPMENT
Float, compressor
hose & drill $3.00/hr
Total labor and equpp. 12.44/hr
x 8 hr = $99.52/day

Estimate 50 bolts per day
Labor and Equipment per bolt 99.52/50= $1.99/bolt
Materials
Bolts $97/c =0.97/bolt =
Washer 18/c =0.18/bolt
Total materials = 1.15/bolt
Drill bits 1/day
$5.00/bit = 0.10/bolt
$3.24
Overhead and allowance 15% = 0.49
TOTAL Estimate per bolt $3.73/bolt

Prepared by Allan Harwood

RECEIVED
MAR 13 1964
FOR FILING

[illegible]

6197

March 12, 1964

Mr. E. R. Baldwin
Auditor & Police Judge
City of Warrenton
Post Office Box 250
Warrenton, Oregon

Dear Mr. Baldwin:

Reference is made to your letter of February 26 pertaining to a possible dedication of the Youngs Bay Bridge. Dedications such as this are under the auspices and control of the Highway Department.

Investigation reveals that this bridge and the approaches should be completed in time for a July 4 dedication ceremony. I have written to Governor Hatfield to ascertain if his schedule would permit participation in a dedication ceremony on July 4.

These dedicatory ceremonies are planned and the details necessary are worked out through the office of my Administrative Assistant, Victor D. Wolfe. As soon as I have received a reply from Governor Hatfield, I will turn this file over to Mr. Wolfe who will be in touch with you to work out the details.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
mailed out 4-28
VDW:hlb bbc

CITY OF WARRENTON
WARRENTON, OREGON

P. O. Box 280
Telephone 861-2233

REFERRED TO
Wolfe
DEPUTY STATE HIGHWAY
Please acknowledge

February 26, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem - Oregon

Dear Mr. Cooper:

As a follow-up on our telephone conversation, I will give you some of the particulars on the proposal to have the Warrenton Junior Chamber of Commerce dedicate the new Young's Bay Bridge.

The Junior Chamber of Commerce has been having an annual Fourth of July celebration that has increased in participation and patronage each year and this would be an ideal time to dedicate the new Young's Bay Bridge if the construction is anywhere nearly complete. Since the City of Warrenton and the various organizations have taken a lead over the years in promoting this new, modern route, we feel this would be very appropriate and we have an agreement with the Astoria Chamber to assist Warrenton in its dedication, with Astoria taking the lead in the dedication of the new Columbia Bridge.

If we could know fairly early as to the possibilities of the July 4th date, it would be possible to build this year's celebration around this dedication and also, of course, to make early provision for inviting the Governor of our State and the other highway officials who would participate.

We might add this is also a good time of year in Clatsop County because of the beginning of the sports fishing season and use of Fort Stevens State Park, which is in itself an outstanding tourist attraction, and many of whom, no doubt, would also be interested in attending the ceremonies for the new bridge.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jb

Copy to McIlrait
4-28

RECEIVED
FEB 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 1964
FOR FILING

6199

8306

[illegible]

[illegible] Co.
[illegible]
[illegible]

Attention: Mr. William D. [illegible]

Gentlemen:

Re: [illegible]

[illegible]

Very truly yours,

[illegible]
Bridge Engineer

[illegible]

cc: Mr. [illegible]
Mr. Ray [illegible]
Mr. E. D. [illegible]

JAGGAR-SROUFE CO. ELECTRICAL CONTRACTING ENGINEERS
INCORPORATED 1918

939 S. W. TENTH AVENUE
PORTLAND 5, OREGON

February 14, 1963

Peter Kiewit Sons Company
P.O. Box 1777
Vancouver, Washington

Re: Youngs Bay Bridge
Astoria Oregon
Your Job #3181

Attn: Mr. W.D. Hitt

Gentlemen:

It is our intention to purchase the Motor Control Center for subject project as manufactured by General Electric Company. The General Electric Company has brought to our attention that a saving of $1,000.00 can be effected on this project by the use of their Standard #IC-7700 Motor Control Center. In lieu of the specially designed Motor Control Center as outlined in the specifications. A copy of General Electric's alternate proposal is enclosed.

We have carefully examined the proposal of the General Electric Company and are of the opinion that the proposed alternate Motor Control Center will adequately fulfil the requirements for this project. Therefore, we are pleased to offer the owner a credit of $1,000.00 if the installation of the Standard #IC-7700 Motor Control Center is acceptable.

We would appreciate your transmitting this request to the owner for consideration as promptly as possible. We will hold pending our final issuance of a purchase order for this material until we have received a reply.

Yours very truly,

JAGGAR-SROUFE COMPANY

By S. I. Jaggar Jr.
S.I. Jaggar, Jr.

[illegible]
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 27 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

SIJ:bz
Enclosure

A

GENERAL ELECTRIC
COMPANY

INDUSTRIAL
SALES
OPERATION

P. O. BOX 909, PORTLAND 7, OREGON . . . TELEPHONE CApitol 8-0281

February 12, 1963

CONTROL BOARD AND
RESISTOR REACTOR CUBICLE
FOR YOUNGS BAY BRIDGE
G-E PROPOSITION 682-31066

Jaggar-Sroufe Company
939 S. W. 10th Avenue
Portland 5, Oregon

Gentlemen:

I would like to request approval to substitute our standard IC-7700 line motor control construction for that construction specified for this project. Our proposed type of construction is comprised of using standard stock steel with standard modules and standard components.

Specifically, the mechanical deviations are as follows:

(1) The enclosures would not be 1/8" steel. The basic structure of the 7700 line motor control utilizes .090" steel.

(2) Quarter-turn, screwdriver-type latches would be used in lieu of anchor-type handles.

(3) Painting would be ASA-61, light gray enamel. This would match the basic color of other items in the control house. We normally furnish this motor control in a two-tone paint, utilizing light gray and dark gray, and would recommend this from the standpoint of an attractive appearance.

(4) Service designation nameplates would be Lamacoid plastic on the outside of the unit doors in lieu of the specified aluminum identification nameplates.

Of course, there would be no electrical deviation from the specification.

As you might expect, the use of these standard components would result in a savings. That savings would amount to a price reduction of $1,000 to the electrical contractor.

In spite of this cost savings, we feel that the use of this type of equipment would offer a better system for the State of Oregon. Naturally, any parts or additions to this system would be more easily obtained. Further than that, we have had a good deal of experience in building this type of control and have proven its reliability in the most severe applications. A brief description of the construction features is included in bulletins GEA-7238 and GEH-2614A, enclosed.

It is important that we receive formal approval on this equipment rather soon because, as is generally the case, time is of the essence.

Yours very truly,

S. G. Martz

S. G. Martz,
SALES ENGINEER

SGM:jwm
Enc.

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FEB 18 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. ____

PACIFIC POWER & LIGHT COMPANY

P. O. BOX 630 ◇ ASTORIA, OREGON, 97103

6177

February 14, 1964

Mr. Tom Edwards,
Assistant State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

Mr. Homer Beale, Division Manager for Pacific Power & Light Company, has signed the contract for electric service to the new Youngs Bay Bridge #8306. The three copies of the contract which you requested for your files are attached herewith.

I will write to you soon in respect to single meter service for the old Youngs Bay Bridge.

Very truly yours,

Deskin O. Bergey

Deskin O. Bergey,
District Manager

DOB/s
Enclosure

Copy of Ltr & Contract
to: Accounting Div.
Lloyd Query
General Files ✓
2-17-64

noted
Edwards

RECEIVED
FEB 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 - 1964

FOR FILING
F-7115 (14)

6197

1631

January 31, 1964

Mr. D. O. Bergey, District Manager
Pacific Power and Light Company
P. O. Box 630
Astoria, Oregon

Dear Mr. Bergey:

We are returning herewith in quintuplicate the Pacific Power and Light Company electrical service contract No. 22164, dated September 9, 1963, covering the electrical service for the new Youngs Bay Bridge No. 8306. We are sorry for the delay, which was necessary due to the fact that this type of contract required Commission action. Their first meeting subsequent to receipt of this document was January 30.

We have signed the Highway Department section of the contract and would appreciate the return of three copies for our files when the contract has been signed by the Power Company officials.

Regarding updating the service contract for the old Youngs Bay Bridge, where the power service is delivered through two meters, please submit a new contract to deliver electrical service with three-phase 480 volt through a single meter for this structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

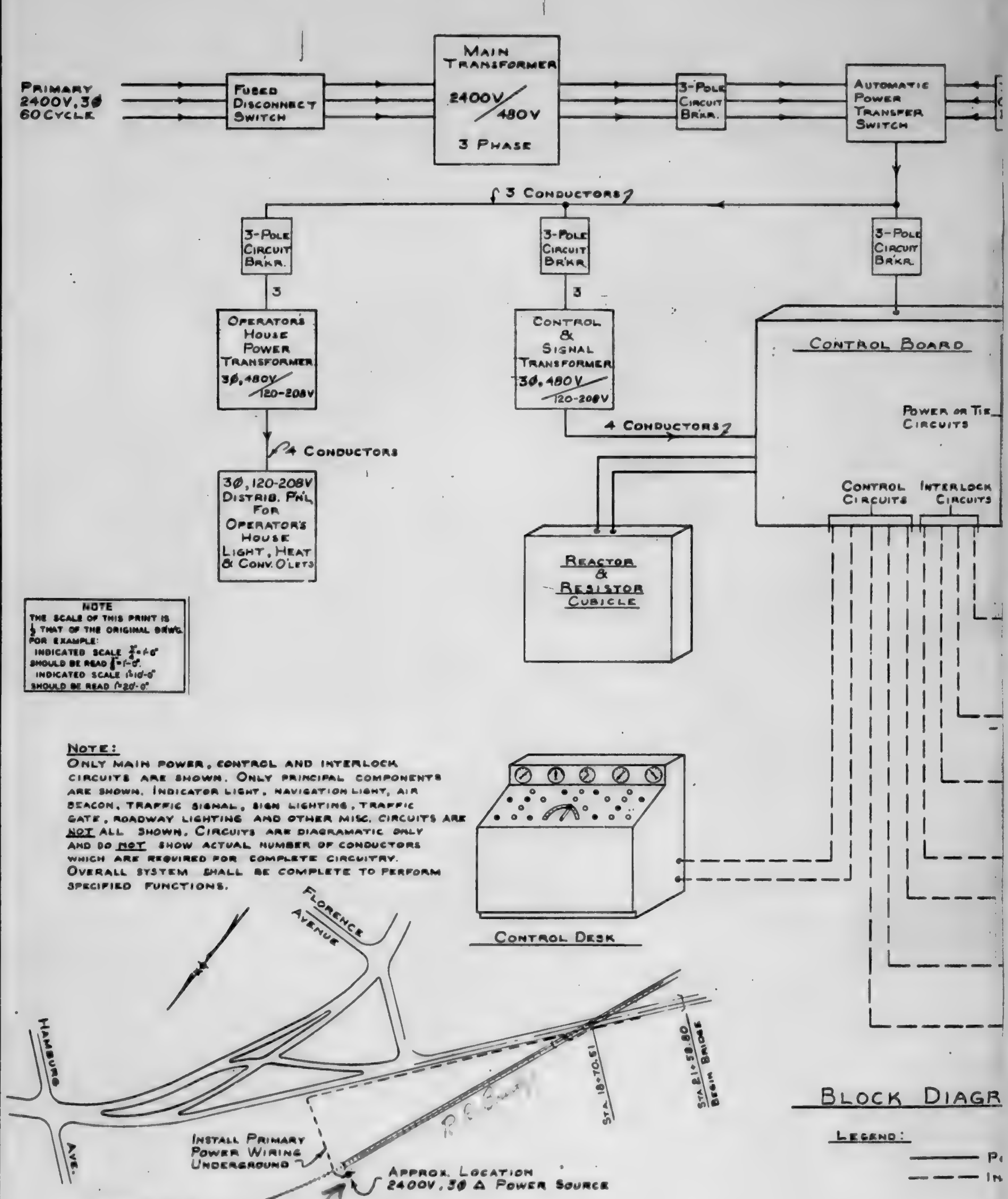
By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
H. W. Hughlett
R. D. Asburry
R. M. Smith
R. T. Judson
W. E. Sandquist

HWH:hl/TE:jw



NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0".

NOTE:
ONLY MAIN POWER, CONTROL AND INTERLOCK CIRCUITS ARE SHOWN. ONLY PRINCIPAL COMPONENTS ARE SHOWN. INDICATOR LIGHT, NAVIGATION LIGHT, AIR BEACON, TRAFFIC SIGNAL, SIGN LIGHTING, TRAFFIC GATE, ROADWAY LIGHTING AND OTHER MISC. CIRCUITS ARE NOT ALL SHOWN. CIRCUITS ARE DIAGRAMATIC ONLY AND DO NOT SHOW ACTUAL NUMBER OF CONDUCTORS WHICH ARE REQUIRED FOR COMPLETE CIRCUITRY. OVERALL SYSTEM SHALL BE COMPLETE TO PERFORM SPECIFIED FUNCTIONS.

POWER SOURCE AT ASTORIA
SCALE 1"=200'-0"

Drw. No. 18349

D.O. Bergey.
Office Phone 5-5121 - ASTORIA

PACIFIC POWER & LIGHT COMPANY
P. O. BOX 630 ◇ ASTORIA, OREGON, 97103

December 13, 1963

Mr. Tom Edwards,
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

On September 9, 1963, I wrote you concerning electric service for the two draw spans over Youngs Bay in Clatsop County. At the time I suggested that you consider single meter service for the span which is now in service and submitted a contract for the span which is under construction.

We are anxious to learn whether the contract which we submitted for the new draw span met with your satisfaction.

Very truly yours,

Deskin O. Bergey,
District Manager

DOB/s

Hugulett
RW Reply

RECEIVED
DEC 1 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 6 1963
OREGON
STATE HIGHWAY COMMISSION

PACIFIC POWER & LIGHT COMPANY

P. O. BOX 630 ◇ ASTORIA, OREGON, 97103

September 9, 1963

Mr. Tom Edwards,
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

Our Electric Service Contract, in quintuplicate, for your Youngs Bay Bridge #8306 has been prepared in accordance with our letter of September 21, 1962 to Mr. Ivan D. Merchant. In anticipation that you will find this contract satisfactory, I suggest that you sign the original and four copies and return the same to my office for our signature. The three copies which you require will be sent to you in due time.

On June 14, 1963, the State Highway Department and Pacific Power & Light Company updated the Electric Service Contract for the draw span crossing the Lewis and Clark River in Clatsop County. Through this contract electric energy is delivered at three phase 480 volts through a single meter. Your draw span over Youngs Bay in Clatsop County is presently served through two meters. I am writing this letter to suggest that you may wish to take delivery through a single meter for your requirements at this location.

Very truly yours,

Deskin O. Bergey

Deskin O. Bergey,
District Manager

DOB/s
Enclosures

orig. to Shaw
with encls.
9-11
referred to Hunter
for recommendation
9-12

RECEIVED
SEP 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

January 2, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon - Attn: Mr. L. P. Shaw

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Div. Engineer

By: G. R. Brooks
Acting Division Engineer

Inspection-in-depth Report
Oregon Project U-F-115(14)

Attached are two copies of the report of the inspection-in-depth recently conducted by Mr. H. S. Steinbrugge of our Regional office on the subject project.

This report has revealed that the State's construction practices in regards to this project are generally adequate. There were only two recommendations made as a result of this inspection. The first concerned the fact that the concrete aggregate gradation requirements for the several jobs in the Astoria area vary. The recommendation is that projects in the same area should utilize similar specfications.

The major recommendation contained in this report is that the State issue some form of a "Manual of Instructions for Bridge Projects" to group the memos to the field men and standardize construction procedures.

We request that you advise this office of remedial action taken or contemplated in connection with the deficiencies noted in this report.

Attachment

NOTED
LLOYD P. SHAW

original To Young
with attach.
To be sent on To Merchant
1-13-64

RECEIV[illegible]
JAN 13 19[illegible]

Division Oregon

Project No. U-F-115[illegible]

[illegible] ROADS
[illegible] COMMERCE

[illegible]
[illegible] administration of [illegible] for bridge construction.

[illegible] Inspection made November 20, 21, 22, 1963
[illegible]
[illegible] Oregon Division; and D. Crowe.

[illegible] division
[illegible] plans, proposal and project file -
[illegible] hrs.

[illegible] OREGON COAST HIGHWAY

[illegible] OREGON

[illegible]: Grading, Riprap, and Bridge
[illegible]
[illegible]: [illegible] Co., [illegible], Washington
[illegible]: [illegible], 1962
[illegible]: $1,3[illegible],631.12 for bridge
[illegible],800.[illegible] for [illegible] grading
[illegible]: [illegible]
[illegible]: [illegible] 1963 [illegible]: March 12, 1963
[illegible]: 53%
[illegible]: [illegible]
[illegible] by the Federal Government: 64%

[illegible] Highway between Warrenton and [illegible] construction of a 4,202-foot bridge [illegible] lift span, all lift span opera[illegible] riprap and grading.

[illegible] administration and construction of [illegible] Youngs Bay Bridge. The Youngs Bay [illegible] forty 80-foot spans, two 55-foot [illegible] lift truss span. The piers to the [illegible] truss span, [illegible] type with seal and untreated timber [illegible] 80-foot, and 55-foot concrete [illegible] of 48-inch precast prestressed concrete [illegible] involved precast prestressed con[illegible] miles to the bridge site. The [illegible] load. The deck for the 80-foot [illegible] with negative mild reinforcing [illegible] live load the girders are designed as [illegible] is developed.

[illegible] AT TIME OF INSPECTION

All piling has been driven and substructure work for the concrete spans involving the placement of precast prestressed concrete girders is complete. Deck forms are in place for spans [illegible] through [illegible]. Deck reinforcing steel being placed for spans 21 through 24. The concrete deck is poured between spans 1 and 16. The deck slab for spans 17 through 20 was poured on November 21, during this inspection-in-depth. All structural steel is fabricated and delivered to the bridge site, and the 148-foot [illegible] span is being erected.

PROJECT RESPONSIBILITY

Design. The basic design data, design features and the preparation of bridge plans are the responsibility of the Bridge Department of the Oregon State Highway Department in Salem, Oregon.

Construction. Mr. A. C. Harwood, CE-III, Resident Bridge Engineer, Oregon State Highway Department, Astoria, Oregon, is responsible for the field construction of the Youngs Bay Bridge. Mr. Harwood graduated from Oregon State University in 1954 with a degree in civil engineering, and is a Registered Professional Engineer in Oregon. Except for 2 years of military service he has worked continuously for the bridge department, Oregon State Highway Department. In that time he has worked as structural draftsman and assistant resident bridge engineer until his appointment in [illegible] as resident bridge engineer.

Three men are assigned fulltime to Mr. Harwood's staff; 1 to 2 men, part-time. Mr. H. Woodward, CE-II, is the assistant resident engineer. He received his bachelor of science degree in civil engineering at St. Martins College in Olympia, Washington, in June 1960. Mr. [illegible], CE-I, and C. [illegible], CE-I, also work fulltime on the project.

INSPECTION PROCEDURE

The project was reviewed to determine the adequacy of project inspection of class A concrete. This review included the examination of records, procedures and controls exercised by the resident bridge engineer and his inspectors, and the plans and specifications as they apply to obtaining a satisfactory project.

The review of project records and inspection procedures included a 5-hour visit to the resident bridge engineer's office on November 20, 1963. This visit also included discussing the inspection procedures implemented by the materials engineer for the plant batching of ready-mix concrete.

On November 21, the concrete deck slab between slabs 17 and 20 was poured. This offered an opportunity to observe the quality and thoroughness of the project personnel, the inspection procedures implemented at the project, and the batching of concrete at the Tongue Point batching plant.

Inspection procedures included discussing the project with Bureau of Public Roads personnel -- Oregon Division - R. H. [illegible], Division Bridge Engineer; R. W. Pillsbury, Bridge Engineer; and D. Crowe, BPR Trainee; -- and Oregon State Highway Department personnel - A. C. Harwood, Resident Bridge Engineer; H. Woodward, Assistant Resident Bridge Engineer; and [illegible], Materials Engineer, Astoria, Oregon.

- more -

STATEMENT OF FINDINGS

The project engineer is handling the field administration of class A concrete construction in an acceptable manner. A good professional relationship exists between the resident bridge engineer and his crew and the contractor. The control and supervision of sampling, testing and batching of concrete material is adequate and will insure good quality results. Good judgment has been exercised with problems involving construction and acceptability of materials in order to retain quality control.

RECOMMENDATIONS

Major construction projects within the same geographical location should have identical concrete specifications for a specific class of concrete to simplify its supervision and control.

State personnel encountered with State highway projects during my recent inspection-in depth investigations revealed that field administration of structures by bridge engineers varied. Frequently, instructions in writing to bridge engineers specifying the inspection procedures, needed sampling and testing of materials, and desirable construction practices, differ from location to location depending upon who issued the instructional memoranda. On occasion the project engineer was aware that such a memorandum was issued; however, he would be unable to locate it in his files. To assist standardizing field work and procedures, the State Construction Division "Manual of Instructions" should include a section for structures, or a structural manual should be issued separately. A manual of this type can't possibly cover every problem, and it should not be intended to stymie initiative by the engineer. However, it could provide useful information and guidance to clarify specifications and desired policies and procedures relating to construction, and consolidate this information at one source -- a manual. Issuance of such a manual, however, should not be considered as an end to instructions, but supplemental instructions could be issued when needed. In discussing this weakness in construction with State resident bridge engineers, they have expressed concern and were in agreement that such a manual would be helpful. This discussion included the following State personnel: Mr. A. C. Harwood, Resident Bridge Engineer, Youngs Bay Bridge, Astoria, Oregon; Mr. R. M. Ellison, Resident Bridge Engineer, Astoria Bridge, Astoria, Oregon; C. E. DeSerano, Assistant District Materials Engineer, Portland, Oregon; and State highway inspectors at the Morse Bros., prestress plant at Harrisburg, Oregon.

BATCH PLANT TESTING PROCEDURES

The concrete for the Youngs Bay Bridge is batched at the DeLong Corp., sand and gravel plant at the former U.S. Naval Base at Tongue Point, 4 miles east of Astoria along the Columbia River. This plant was built for the DeLong Corporation to handle the concrete batching of materials for the construction of precast concrete pier shafts and for all pours in connection with its $8,000,000 contract to construct the piers for the Astoria Bridge.

Peter Kiewit Sons' Co., contractor for the Youngs Bay Bridge, is purchasing concrete from the DeLong sand and gravel plant.

Mr. Robert M. Ellison, CE-IV, Oregon State Highway Department resident bridge engineer for the Astoria Bridge, is responsible for the batching of the concrete at DeLong's plant and has delegated responsibilities of sampling and testing of materials and batching of concrete to staff member Mr. W. Ballinger, CE-II, materials engineer. Mr. Ballinger, Registered Professional Engineer in Oregon, has used 1 to 3 engineers as plant inspectors throughout the batching of all pours for both bridge projects. Mr. Ballinger's procedures for sampling and testing of materials were as follows:

1. Cement. The cement is produced by Permanente and shipped to the Tongue Point plant by barge from Portland downstream on the Columbia River. A certificate accompanies the cement, noting that it has been sampled and tested by the cement company and found to be in accordance with ASTM C-150-60 and Federal SS-C-192b or d TYPE I or II specifications, and includes a copy of their laboratory test report noting its chemical composition and physical test results. Mr. Ballinger samples each barge shipment of cement, which amounts to a minimum of 3 pounds of cement for every 500 barrels. The samples are sent to the Oregon State Highway Department's Testing Laboratory in Salem, Oregon, for chemical and physical tests. The laboratory report submitted by the State Laboratory is the determination of acceptance of this cement by Mr. Ballinger. All cement shipped since the initial shipment in January, 1963, to the concrete producer's plant has been acceptable. Ten to 15 sacks of cement supplied from another source have been used in the Youngs Bay Bridge for grouting bearing pads and finishing concrete surfaces. This cement has not been sampled and tested by Mr. Harwood, Youngs Bay resident bridge engineer. Sacks of cement delivered for use in connection with the Astoria Bridge, however, have been sampled for testing by Mr. Ballinger, Materials Engineer.

2. Aggregates. The aggregates produced by the Pacific Building Materials are shipped from its Albina plant, Portland, Oregon, by barge, with the Willamette River as its source. The aggregates are graded in 3 sizes: 1 size for sand and 2 sizes for coarse aggregegate (1½ to 1 inch, and 1 inch to #4 screen). Initially, the sampling procedure adopted was for the Portland materials engineers to sample and forward this material to the State Laboratory for testing. Mr. Ballinger would also take a sample upon the arrival of a barge at Tongue Point, representing the same material for testing at the State Laboratory. Frequently they would encounter difficulty. One of the samples would not meet the State specification for gradation; yet the material would be on the job site. Occasionally they would be pouring on the project before Mr. Ballinger would receive laboratory reports on samples tested. The State was in the embarrassing position of having it accepted at one point and finding it deficient in another. Finally, they resolved this problem and adopted the procedure to sample aggregates for testing as each barge is loaded with aggregates in Portland. The aggregate samples are sent to the State Laboratory for testing immediately during this period of loading--frequently handcarried to obtain early results before the material is shipped to Tongue Point. The acceptance of the material at this point would preclude any further testing of the materials. Copies of laboratory reports noting sieve analysis, specific gravity, unit weight dry rodded, and sand equivalent were forwarded directly to the Materials Engineer, Mr. Ballinger; and Mr. Harwood, Youngs Bay resident bridge engineer.

3. Air-Entrainment Agent. The only admixture used throughout all the concrete batching has been an air-entrainment agent Brand N.V.X. Pozzolith 8 was used for a brief period, and for economic reasons was not used further by the DeLong Corporation. The materials engineer's sampling procedure has been to obtain approximately 1 quart to represent 1 barrel for each shipment of Brand N.V.X. arriving at Tongue Point, with the average shipment consisting of approximately 3 barrels. This sample is forwarded to the State Testing Laboratory for testing in lieu of accepting the manufacturer's certificate of compliance. All the material tested has been suitable for use.

- more -

4. Reinforcing Steel. The reinforcing steel is supplied and fabricated by Soule Steel Co., Portland, Oregon. This steel is sampled in Portland by the Oregon State Highway District Materials Engineer's office. For every 20,000 pounds of reinforcing steel, two 2-foot lengths are sampled and sent to the State Testing Laboratory for testing. These tests are in accordance with AASHO specifications and include the bend test and strength test (tensile and elongation). The State Laboratory reports are forwarded to the resident bridge engineer, A. C. Harwood. Each shipment is accompanied by a certificate noting its acceptance by the State and showing the lot number. This lot number corresponds with the lot number on the State's laboratory report. Occasionally the resident bridge engineer has checked the corresponding lot numbers. This check is the only sure way that a project engineer can verify that steel shipped to his project has been inspected and sampled, and is suitable for use.

5. Concrete Test Cylinders. To expedite early results and to minimize costs of shipment of test cylinders for both projects, the Astoria Bridge and the Youngs Bay Bridge, a test laboratory was built in Astoria near the project engineer's office for load-testing 6" x 12" concrete test cylinders to failure. The testing machine was furnished and installed by the Oregon State Highway Testing Laboratory at Salem, Oregon, in June 1963. The testing machine, a 300,000 pound Southwark Emery T.M. machine, was calibrated on July 9, 1963, by Oregon State University Department of Mechanical Engineering, using the 200,000 pound Olsen proving ring.

6. Concrete Blocks - Deck Reinforcing Steel Supports. It was observed in the field that the bridge contractor utilized 4" x 4" x 4½" (+) concrete blocks at 3 feet to 4 feet on center near the quarter points of the deck span to support the slab reinforcing steel (Appendix A). These blocks supported a single bar which held the mat of slab reinforcing steel in true position during its placing and pouring of the concrete. It is desirable for the material in the blocks to be equivalent in strength and material to class A concrete. The project engineer stated that the strength and composition of the blocks are unknown. I suggested that we test 3 blocks to failure at the State Testing Laboratory in Astoria. This was done. Each was measured and their ultimate strengths recorded were as follows: 3,793 psi, 3,940 psi and 4,125 psi. In examining the blocks produced in Astoria, they consisted of sand and cement, with no coarse aggregate. It was suggested to the resident bridge engineer that he in the future take block samples occasionally and test them. This he agreed to do.

CENTRAL MIXING PLANT

The concrete is produced at a central batching plant constructed for the DeLong Corp., for the Astoria Bridge. Peter Kiewit Sons' Co., purchases concrete from DeLong. The plant is modern and produces good quality concrete. The aggregate material, barged to the site, is unloaded by conveyor belt and stockpiled in its 3 sizes; sand, coarse aggregates 1½" - 1", and 1" to #4 (Appendix B). A tunnel connects the 3 cone-shaped stockpiles of aggregates and conveys the size of material needed, by belt, to the storage bin above the weighing hopper (Appendix C). This is controlled by the batching operator, who automatically opens and closes access doors in the tunnel, allowing a specific size of aggregate to be deposited on the conveyor belt when needed to fill the storage bin.

The batching plant is equipped with 2 scales. The cement is weighed by means of a horizontal beam Hardy Scale which is fully automatic and will weigh cement at the required amount of 6.3 sacks per cubic yard with a scale setting of 1,480 pounds for 2½ cubic yards batch. The scale will measure the cement within a 20 pound (+) tolerance. The aggregates are loaded into a hopper and are measured by means of a Fairbanks-Morse springless dial scale. This is manually operated by the batching operator. The air-entraining agent is added with the water at a rate of 34 ounces per 5 cubic yards batch. This is equivalent to approximately 1 ounce of Brand H.V.X. air-entraining solution per sack of cement. Ninety-three gallons of water per batch is added automatically. The horizontal beam scale for the cement, and the springless scale for the aggregates, were both tested and sealed by the Department of Agriculture, State of Oregon, Weights and Measures, dated January 4, 1963.

The design mix was established by the Oregon State Highway Testing Laboratory at Salem, Oregon, based upon aggregate samples submitted to the laboratory. The identical concrete mix was used for both projects, the Astoria Bridge and the Youngs Bay Bridge. The mix in the field initially was somewhat coarse, and to compensate for this the amount of 1" to #4 screen material was increased with correspondingly less 1¼" to 1" material used. Also, the moisture retained in the sand varied and required adjustment with the sand and the amount of water. This, one can expect with concrete construction.

PROJECT RECORDS

The resident bridge engineer's records (Mr. A. C. Harwood's), and the materials engineer's records (Mr. W. Ballinger's) were reviewed in their respective offices.

1. Sand. Eleven laboratory analysis reports between March 27 and November 4, 1963 were examined. The gradation of fine aggregates sampled was reviewed and fell within the State's specification with one minor exception; the August 12 sample in which the material retained on the number 30 sieve exceeded the specifications by 1 percent.

2. Aggregates (3/4" to #4). The gradation limits of this material were somewhat confusing. Both jobs, the Youngs Bay Bridge and the Astoria Bridge, varied in each aggregate specification. For the Youngs Bay Bridge, the special provisions stipulated 3/4" to #4 gradation. The laboratory reports noted 1" to #4 gradation. Eight laboratory analysis reports noting percentages retained on a given size of sieve during the period March 27 to September 4, 1963, were acceptable within the gradation 3/4" to #4.

3. Aggregates (1¼" to 3/4"). Six laboratory reports between March 27 and November 14, 1963, were examined. Three did not meet the State's gradation specifications. This was noted in each report for those dated in May and June. Two percent material was retained in excess on the 3/4" sieve; 8.5 percent and 5.4 percent excess material was retained on the 1" sieve.

4. Concrete Test Cylinders. Class A concrete comprising the superstructure pours between July 29 and November 7, 1963, was sampled and cured into 6" x 12" concrete specimens. These concrete test cylinders were tested and they revealed the following strengths: 11 test cylinders gave an average 7-day strength of 3,175 psi -- a low of 2,270 psi and a high of 4,315 psi; 22 concrete test cylinders gave an average 28-day strength of 4,764 psi -- a low of 3,660 psi and a high of 5,590 psi. The resident bridge engineer established a procedure of making one set of 3 test cylinders per pour. One cylinder was broken at 7 days in order to obtain early results, and 2 were designated for 28-day breaks. Only one set of test cylinders was made by the resident engineer for the deck pours consisting of four 80-foot spans requiring 300 cubic yards of Class A concrete. The project engineer's test cylinder strengths have been satisfactory; however, for this large a pour a second set of 3 cylinders would be more representative for this quantity of concrete poured.

- more -

5. Plant Inspection. The resident bridge engineer would notify Mr. W. Ballinger, Materials Engineer, whenever a pour was scheduled for the Youngs Bay Bridge. Mr. Ballinger would then provide the needed inspection to cover the batching of the concrete. The project engineer's records for the deck pours revealed that 1 or more inspectors had been assigned to the plant for each pour.

FIELD PLACEMENT OF CONCRETE

A 4-span section of 80 feet, total length - 320 feet, was poured on November 21, 1963, and observed during this inspection-in-depth (Appendix D). Twenty-five minutes travel time was required by ready-mix concrete agitator trucks from the central batching plant to the Youngs Bay Bridge. The pour started at 7:00 AM, with Mr. H. Woodword, assistant resident engineer on the job. The pour did not end until early evening, and darkness had fallen. The pour was completed except the last 20 feet of deck forms between the exterior precast concrete beam and the first interior beam at bent 17 dropped 8", requiring reforming. This portion of the deck was rebuilt the following morning and poured. I was not at the bridge site at the time of the form failure or during the time of reconstruction of the deck form and its pour. The finishing of this portion of the deck was observed, however, and it was learned through discussions with Mr. Harwood that the fresh concrete was removed between the first interior girder and the outside face of the safety curb. The reinforcing steel was washed clean of fresh concrete. A transverse construction joint was provided at right angles to the girders. The longitudinal edge of the repoured deck section was supported with approximately 6" of bearing on the interior girder and continuous over the exterior girder.

The concrete deck pours consisting of Class A concrete started at the north approach of the bridge at bent #1. The deck was completely poured up to bent #17, involving 1,256 linear feet of deck. The resident engineer permitted the concrete trucks, loaded with 5 cubic yards of concrete, to discharge their load at bent #13. The 4-span deck units of 9 to 12 were poured on November 1, 1963. Seven-day test cylinder breaks were recorded at 3,430 psi for these units.

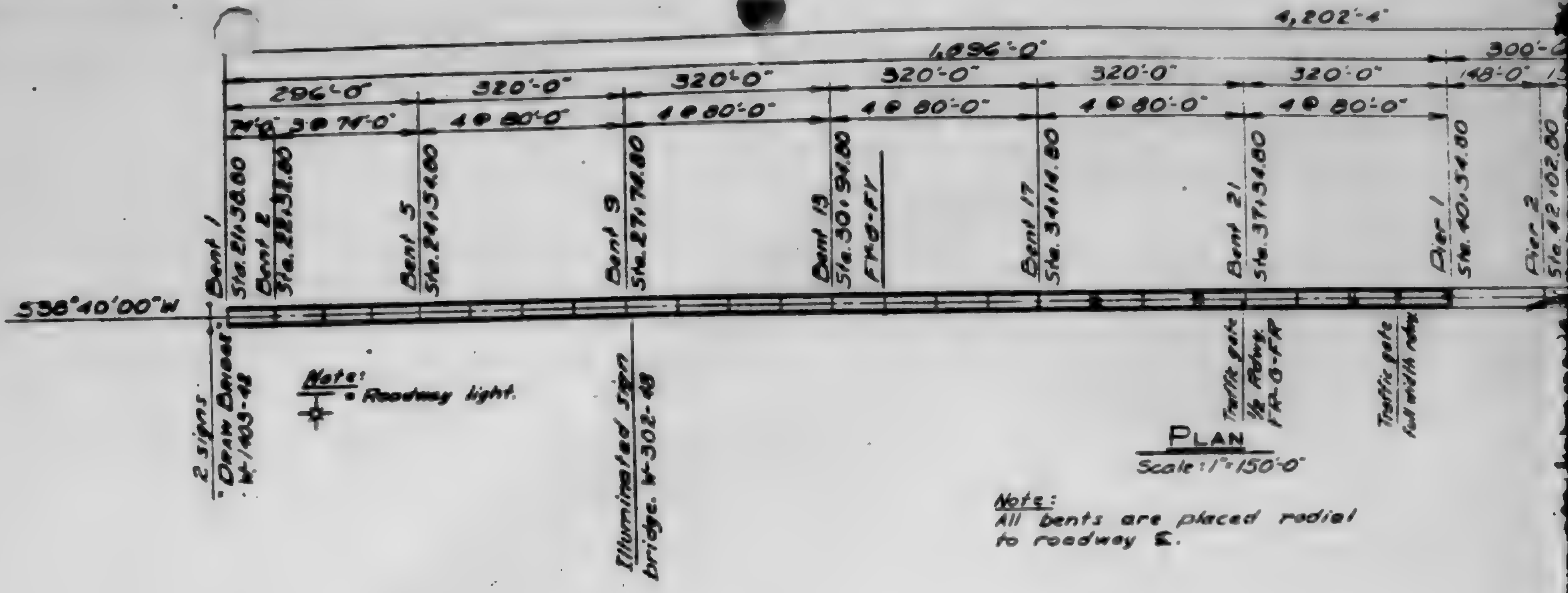
The decision to carry the truck fully loaded across the previously poured deck slab was based on the assumption that the precast prestressed concrete girders could act as simple beams and carry the load. Since no concrete had been poured beyond bent #6 between ends of the precast prestressed concrete girders, negative moment resistance had not been developed between bent #6 through #17. Following the deck pour, with particular attention given at the bents, the portion of the slab carrying the truck was examined for cracks and none were apparent.

The deck for the 4-span 80-foot units was poured continuously and included all cross beams and diaphragms with that section. Three 6" x 12" concrete test cylinders were cast and designated for 28-day breaks. The slump test was performed and a 3" slump recorded. Three air tests were made with the pressure-type air meter which gave 2.9 percent, 4.5 percent and 3.5 percent results. The fresh concrete was hauled with motorized buggies from the ready-mix trucks at bent #13 to the deck under construction. The material was vibrated, compacted and struck to grade and roadway cross section. The surface was floated with an aluminum straightedge, obtaining a smooth even surface and a broom finish followed. The corrugated broom finish was difficult to obtain and hold since it rained intermittently all day. Occasionally it rained quite hard, and finally the project engineer suggested to the contractor's superintendent that the brooming could be stopped. There are no provisions in the

-more-

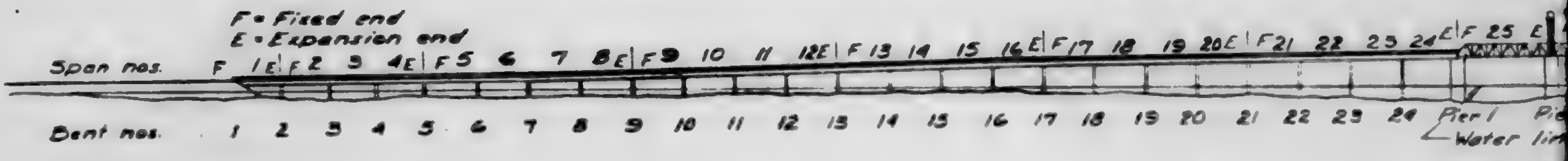
contract that require the contractor to furnish protection to a finished deck in the event the rain will ruin the finished surface. We can anticipate periods of rain during most of the months involving construction on the Oregon Coast. For this project we will have to accept a deck that is in many areas not broomed. The surface will be relatively smooth, with fines washed away and aggregates exposed.

Attachments:
    Appendices A-E



PLAN
Scale: 1" = 150'-0"

Note:
All bents are placed radial to roadway ℄.


F = Fixed end
E = Expansion end
Span nos.
F 1E F 2 3 4E F 5 6 7 8E F 9 10 11 12E F 13 14 15 16E F 17 18 19 20E F 21 22 23 24E F 25 E
Bent nos.
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 Pier 1 Pier
Water line

ELEVATION
Scale: 1" = 150'-0"

INDEX

NO.	DWG. NO.	DISCRIPTION
1	18301	PLAN & ELEVATION
2	18302	FOUNDATION DATA
3	18303	PLAN-SPANS 1,2,3 & 4
4	18304	" " 5,6,7 & 8
5	18303	" " 9,10,11 & 12
6	18306	" " 13,14,15 & 16
7	18307	" " 17,18,19 & 20
8	18308	" " 21,22,23 & 24
9	18309	" " 29,30,31 & 32
10	18310	" " 33,34,35 & 36
11	18311	" " 37,38,39 & 40
12	18312	" " 41,42,43 & 44
13	18313	" " 45,46,47 & 48
14	18314	" " 49,50,51 & 52
15	18315	PRESTRESSED BM. DETAILS - ALT. "A"
16	18316	PRESTRESSED BM. DETAILS - ALT. "A"
17	18317	GENERAL DETAILS - ALT. "A"
18	18318	BENT DETAILS - ALT. "A"
19	18319	GIRDER DETAILS - ALT. "B"
20	18320	" " " "
21	18321	" " " "
22	18322	" " " "
23	18323	" " " "
24	18324	" " " "
25	18325	" " " "
26	18326	BENT DETAILS - ALT. "B"
27	18327	SPANS 27 & 28 - DETAILS
28	18328	TYPE III PRESTRESSED CONC. BEAMS
29	18329	BENTS 25 & 26
30	18330	PLAN & ELEV. - TRUSS SPANS 25-26

NO.	DWG. NO.	DISCRIPTION
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32	18332	FLOOR FRAMING - TRUSS SPANS
33	18333	TRUSS DETAILS
34	18334	SHOES & LIFT SPAN ROPE CONNECTION
35	18335	TOWER FRAMING
36	18336	TOWER BRACING DETAILS
37	18337	COUNTERWEIGHT DETAILS
38	18338	LADDER DETAILS
39	18339	PIER No. 1
40	18340	PIER No. 2
41	18341	PIER No. 3
42	18342	PIER PROTECTION
43	18343	MACHINERY HOUSE
44	18344	" "
45	18345	" "
46	18346	" DETAILS
47	18347	" SUPPORTS
48	18348	SPAN LOCKING MECHANISM
49	18349	POWER & CONTROL CIRCUITS DIAGRAM
50	18350	OPERATORS HOUSE
51	18351	OPERATORS HOUSE - FRAMING ELEVATIONS
52	18352	OPERATORS HOUSE - WALL FRAMING
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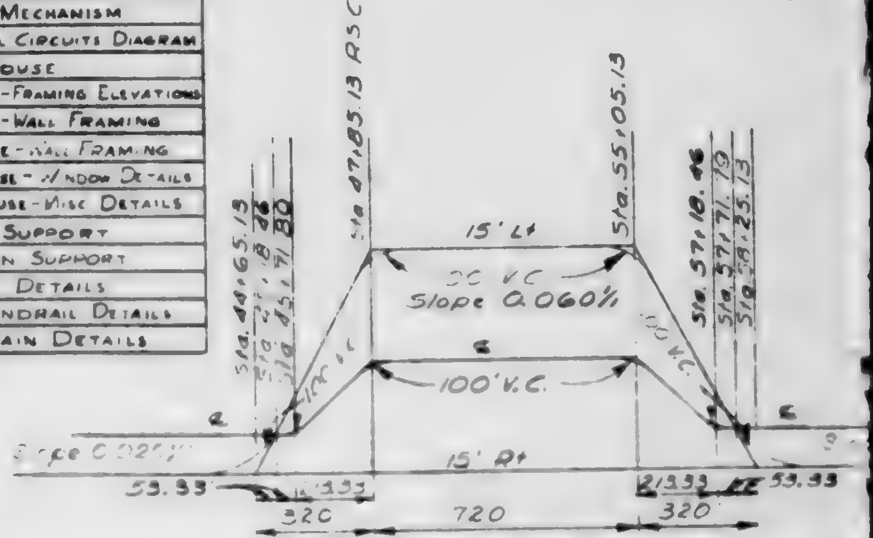
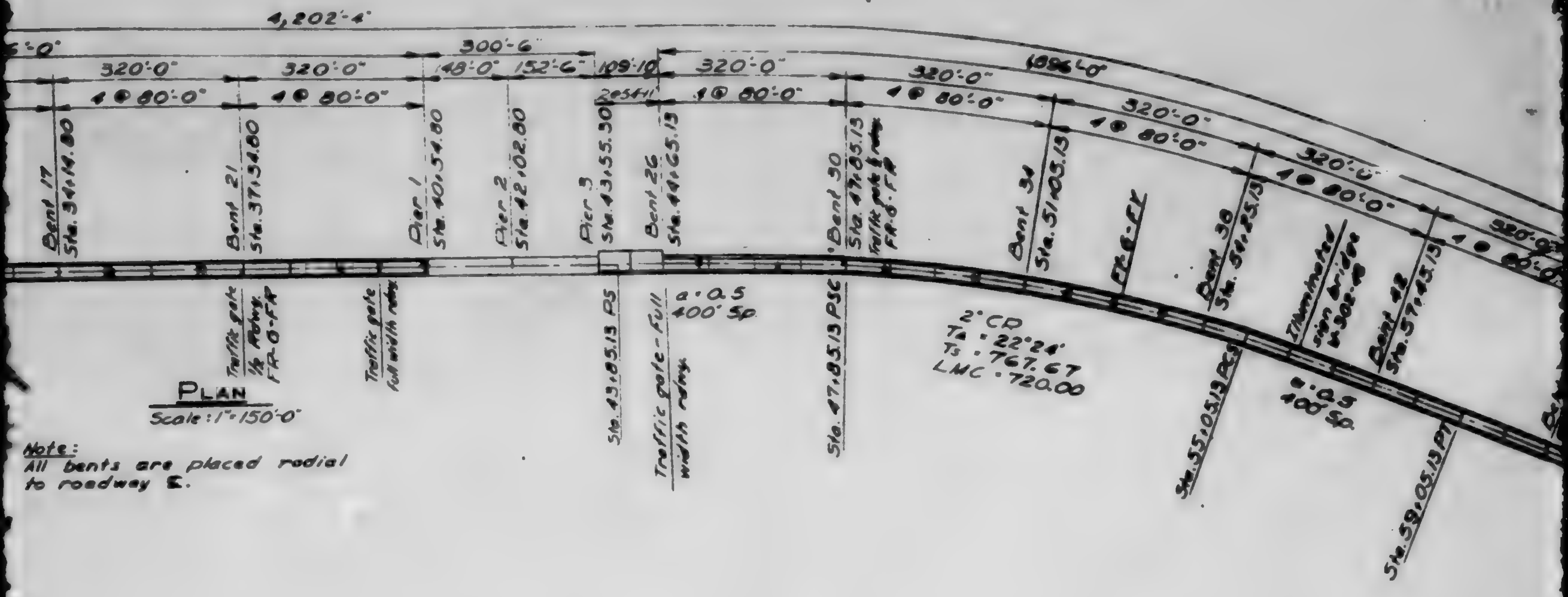
56	18356	SIGNAL LIGHT SUPPORT
57	18357	OVERHEAD SIGN SUPPORT
58	18358	SIGN SUPPORT DETAILS
59	14657	STANDARD HANDRAIL DETAILS
60	14660	STANDARD DRAIN DETAILS

NOV 29 1982



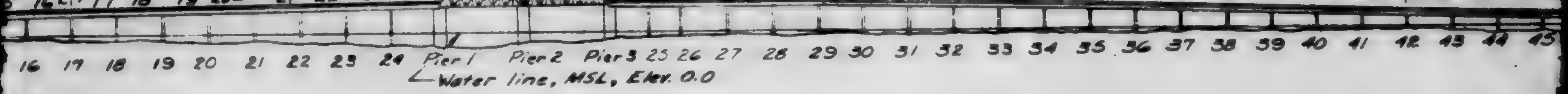
SUPER ELEVATION DIAGRAM
No Scale



PLAN

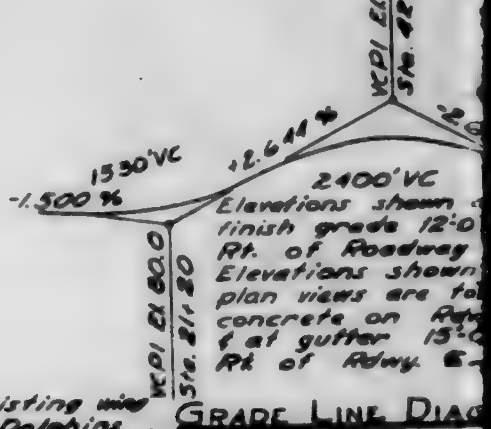
Scale: 1" = 150'-0"

Note:
All bents are placed radial to roadway ℄.

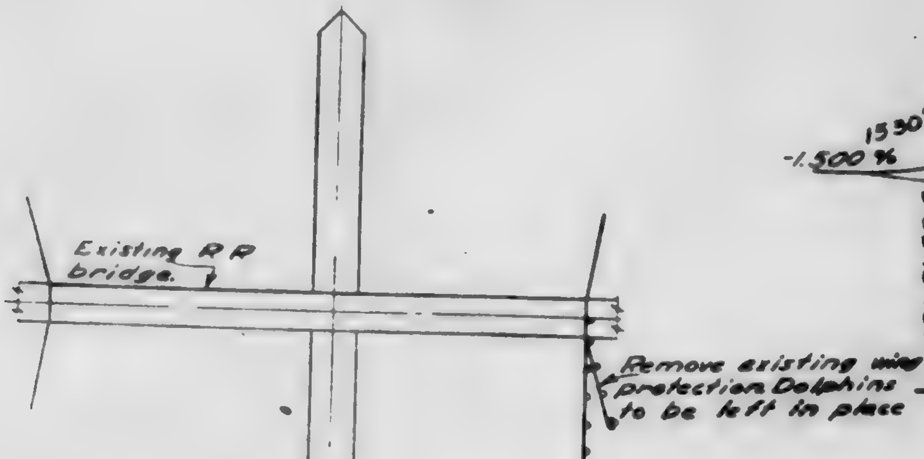

15 16 E F 17 18 19 20 E F 21 22 23 24 E F 25 E F 26 E E 27 28 F E 29 30 31 32 F E 33 34 35 36 F E 37 38 39 40 F E 41 42 43 44 F E 45 46 47
16 17 18 19 20 21 22 23 24 Pier 1 Pier 2 Pier 3 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45
Water line, MSL, Elev. 0.0

ELEVATION

Scale: 1" = 150'-0"

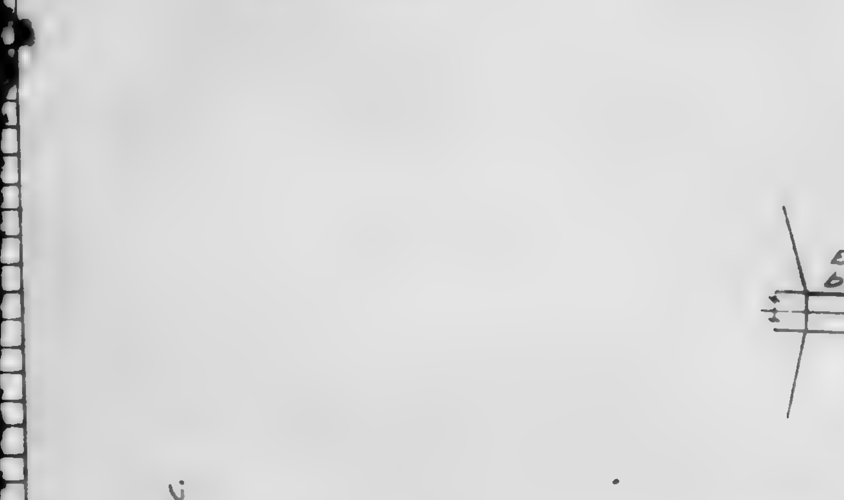

VCPI El. 63.0
Sta. 42+00
-1.500 %
1330' VC
+2.644 %
2400' VC
VCPI El. 80.0
Sta. 21+20
Elevations shown are finish grade 12'-0" Rt. of Roadway ℄. Elevations shown on plan views are top of concrete on Rdwy. ℄ at gutter 15'-0" Rt. of Rdwy. ℄.

GRADE LINE DIAGRAM



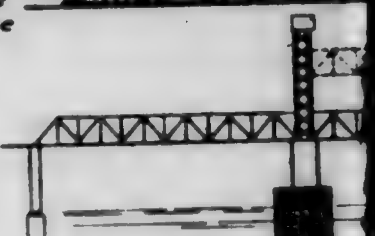
PLAN - CLEARANCE DIAGRAM

No scale



SUPER ELEVATION DIAGRAM

No Scale



ELEVATION - CLEARANCE

No

Approved:

Jerome Merchant

Oregon

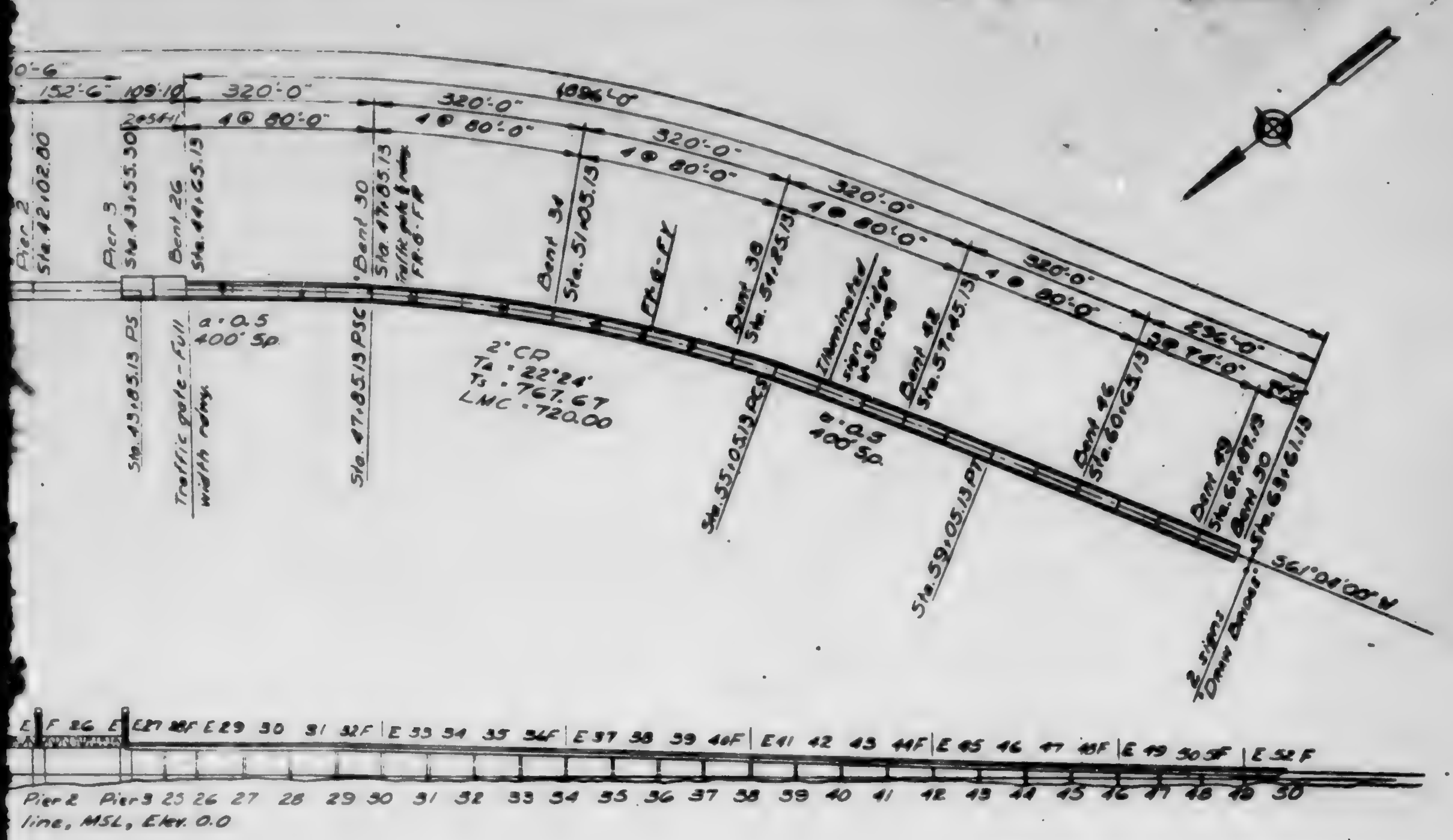
Deputy

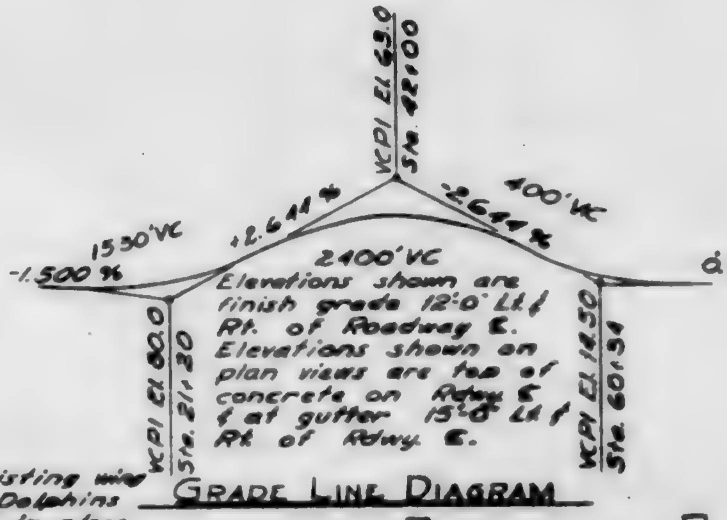
LDB

715

thru

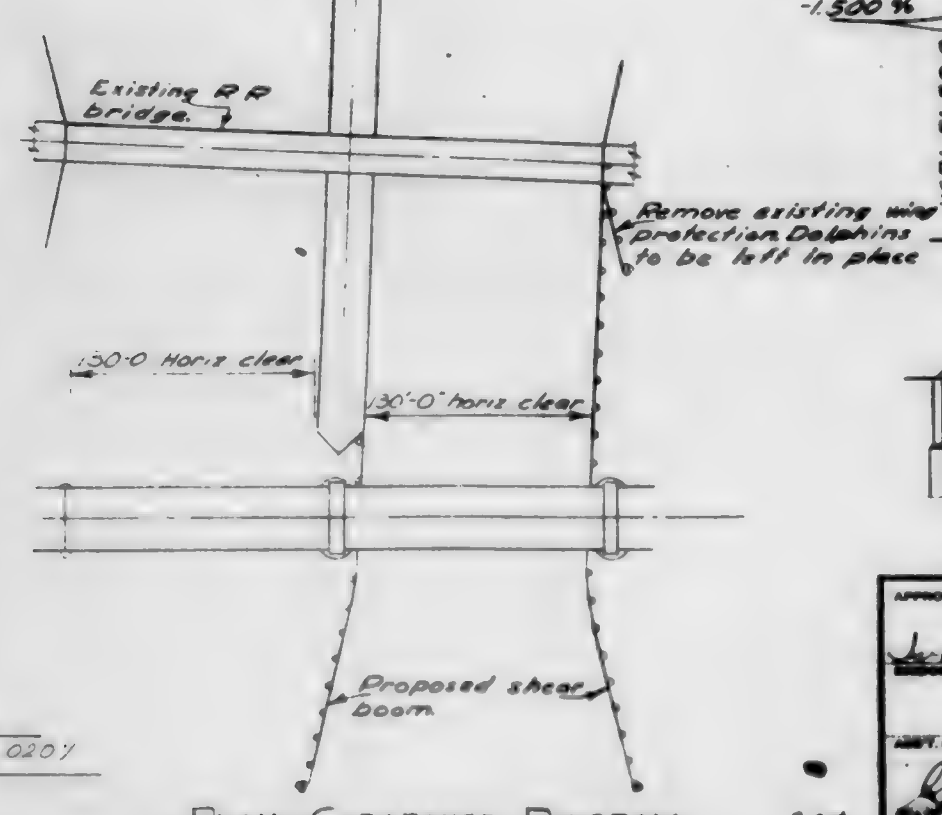
APPENDIX A



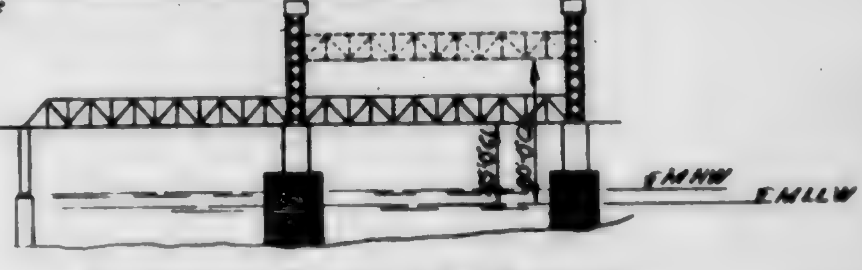


Elevations shown are finish grade 12'-0" Lt. & Rt. of Roadway ℄. Elevations shown on plan views are top of concrete on Rdwy. ℄ & at gutter 15'-0" Lt. & Rt. of Rdwy. ℄.

GRADE LINE DIAGRAM



PLAN-CLEARANCE DIAGRAM
No scale



ELEVATION-CLEARANCE DIAGRAM
No scale

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

YOUNGS BAY BRIDGE
ASTORIA-CAMP RILEA SECTION
OREGON COAST HIGHWAY CLATSOP COUNTY

PLAN & ELEVATION

Date 6-17-62 — 1 = 60
Drawn LDP
C.E.M.
715
18301
thru 18336, M6572
Drawing No. 18301

APPENDIX B

DE LONG CORPORATION'S CENTRAL MIXING PLANT

Tongue Point, Astoria, Oregon

The photo illustrates unloading aggregates from a barge by a conveyor belt.

APPENDIX C

DE LONG CORPORATION'S CENTRAL MIXING PLANT

Tongue Point, Astoria, Oregon

A tunnel connects the three sizes of aggregate. A conveyor belt moves the size aggregate needed to a storage hopper. The depressed cone in the sand gives evidence of removal of material at its base. Rehandling of aggregates will cause segregation. However, this procedure for handling should minimize segregation.

CONCRETE BRIDGE DECK

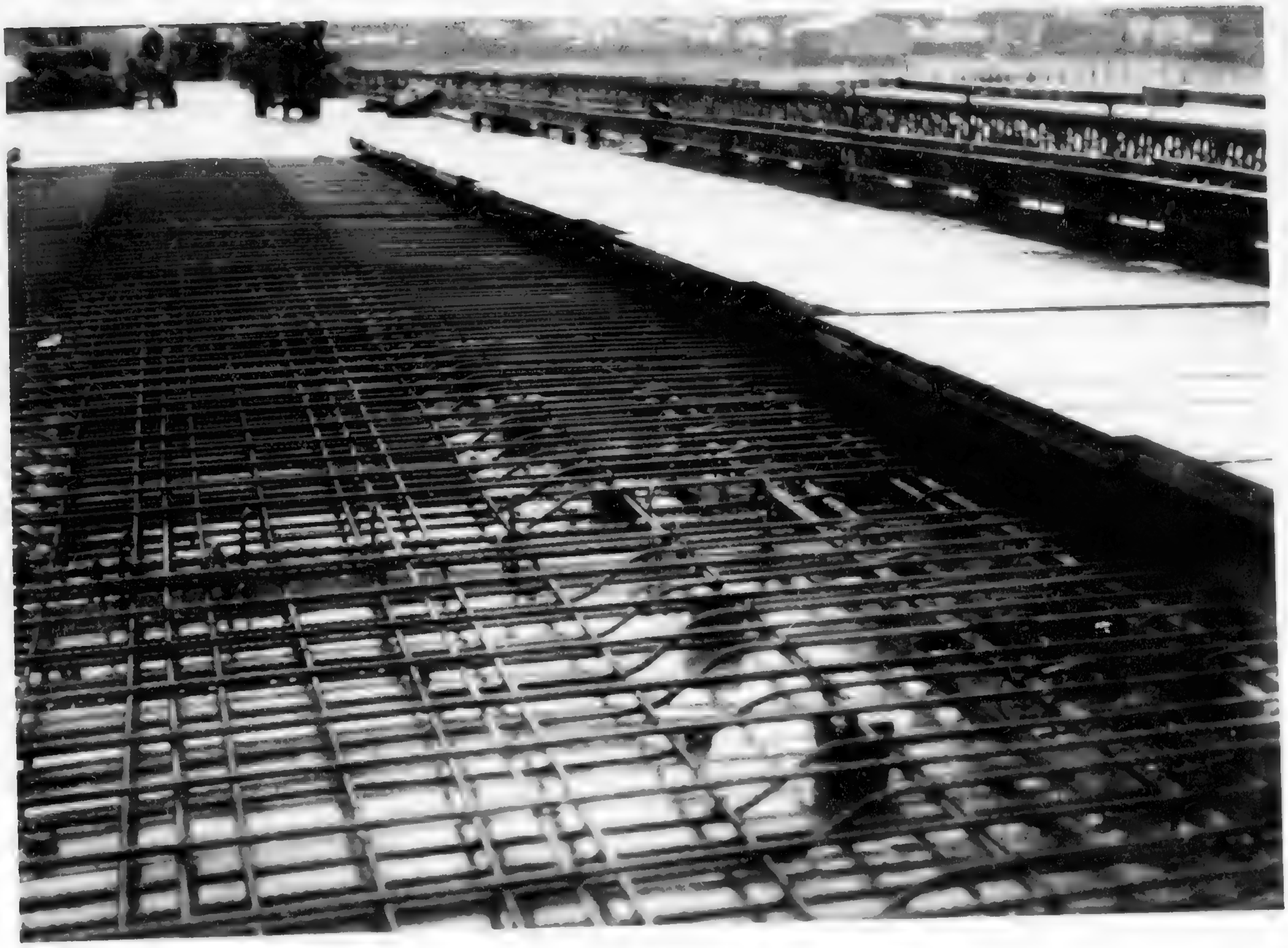
YOUNGS BAY BRIDGE, OREGON U-F-115(14)

Looking north across spans 20 through 17, concrete deck section poured on November 21, 1963. Finishing machine and concrete placement operation in the background. The rain has discontinued the brooming operation.

APPENDIX E

CONCRETE BRIDGE DECK

YOUNGS BAY BRIDGE, OREGON U-F-115(14)



Deck reinforcing steel support with 4" x 4" x 4½" (±) concrete blocks. Removable timber decking bridging reinforcing steel to accommodate the motorized concrete buggies for placement of fresh concrete.

RECEIVED
1963
FORM E-30 50M 5-62 43906
FOR FILING

6197

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1963

SUBJECT:

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

On September 12 you wrote Field Maintenance Engineer Hunter, listing four maintenance items on which you requested further distribution and action. Mr. Hunter asked me to check on these items and give you a status report today. Present status of these items is as follows:

(1) Chief Radio Engineer advises that the FCC license applications for radio equipment on Dodson Butte have been completed and forwarded to you for signature.

(2) Mr. Hunter wrote Sign Engineer R. N. Bothman on September 13 (copy attached) and instructed him to paint any of the 14 intersections complained of by the Portland Traffic Engineer which are our responsibility and to give him a report on the adequacy of our striping crews and equipment in the Portland Metropolitan area.

(3) State Bridge Superintendent Hughlett advises this item properly belongs to the Bridge Division and it has been forwarded to Bridge Engineer Ivan D. Merchant for handling.

(4) Leo Brunell says they have not been able to assign a 4-speed carryall as yet to the Right of Way Division but that he will give them some kind of transportation today and will have a 4-speed carryall for them on or before October 10. This arrangement is satisfactory to D. H. Moehring, Asst. Right of Way Engineer.

We will keep you advised of further developments.

John A. Phillips
John A. Phillips
Maintenance Office Engineer

JAP:ib
Enc.

RECEIVED
SEP 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
SEP 13 1963

FOR FILING

6197

Salem, Oregon
September 12, 1963

Mr. E. S. Hunter
Field Maintenance Engineer
BUILDING

Several items in connection with maintenance are being forwarded to you for further distribution and action. They are as follows:

(1) FCC license applications - Dodson Mountain. In regard to modification of station licenses for State Highway operated radio equipment.

(2) A request from the City of Portland for repainting 14 intersectional areas.

(3) An application to Pacific Power and Light Company for service at Youngs Bay Bridge No. 8306. Note the reference to use of a single meter.

(4) A request from Walter T. Wright for replacement of a 1959 Rambler with a four-speed transmission carry-all.

Will you please have someone evaluate the foregoing matters and return with recommendations.

Lloyd P. Shaw
Assistant State Highway Engineer

Attach.

cc Tom Edwards

LPS:ajw hlb

PACIFIC POWER & LIGHT COMPANY
P. O. BOX 630 <> ASTORIA, OREGON, 97103

September 9, 1963

Mr. Tom Edwards,
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

Our Electric Service Contract, in quintuplicate, for your Youngs Bay Bridge #8306 has been prepared in accordance with our letter of September 21, 1962 to Mr. Ivan D. Merchant. In anticipation that you will find this contract satisfactory, I suggest that you sign the original and four copies and return the same to my office for our signature. The three copies which you require will be sent to you in due time.

On June 14, 1963, the State Highway Department and Pacific Power & Light Company updated the Electric Service Contract for the draw span crossing the Lewis and Clark River in Clatsop County. Through this contract electric energy is delivered at three phase 480 volts through a single meter. Your draw span over Youngs Bay in Clatsop County is presently served through two meters. I am writing this letter to suggest that you may wish to take delivery through a single meter for your requirements at this location.

Very truly yours,

Deskin O. Bergey

Deskin O. Bergey,
District Manager

DOB/s
Enclosures

Copy to [illegible]

CEIVED
AUG 2 1963

FOR FILING

U-F-115 (14)

6197

UNITED STATES GOVERNMENT

Memorandum

Stephenson

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO :Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE:August 19, 1963

T. Dec

FROM :T. Dec, Assistant Division Engineer
08-35.0 Salem, Oregon

SUBJECT:Oregon Project U-F-115(14)
Youngs Bay Bridge
Shop Inspection of Counterweight Wire Ropes

The agreement with Robert W. Hunt Company for shop inspection of counterweight wire ropes on the subject project is approved effective July 14, 1963 in accordance with the request in Mr. Merchant's August 8, 1963 letter.

NOTED
P. M. STEPHENSON

RECEIVED
AUG 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1963
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

Merchant
Edwards
Morgan

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

6197

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 21, 1963

FROM ~~A. W. Parsons, Division Engineer~~
08-35.0 Salem, Oregon

By: M E Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project U-F-115(14)
Youngs Bay Bridge

Mr. Merchant's June 13, 1963 memorandum advised that a Field Concrete Laboratory is being established at the site of the Astoria Bridge and that the cost of operation will be charged to Astoria Bridge engineering.

You proposed to have the Astoria Laboratory handle testing work in connection with the Youngs Bay Bridge. The work accomplished for the Youngs Bay Bridge project would be billed to that project at the unit costs in the Bureau of Public Roads-State of Oregon Agreement (CPR 8-874) dated October 20, 1961. Such procedure is satisfactory to this office.

Charges against Youngs Bay Bridge engineering will be credited to Astoria Bridge engineering.

Copies to Edwards
Merchant
Morgan
} sent 6-24-63 me

RECEIVED
MAY [illegible] - 1963
FOR FILING

[illegible]

6177

FORM E-30X—50M—8-62 48309

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1963

SUBJECT: Youngs Bay Bridge
Bridge No. 8306
Cylinder Pile Lengths

To: MEMORANDUM TO THE FILES:

About 9:00 a.m. I received a telephone call from L. R. Allen regarding the cylinder pile being driven in Bent 2 of the Youngs Bay Bridge. The method of driving piling had been the subject of considerable discussion between the contractor, Bureau, and State representatives in Astoria on Monday p.m. The decision was reached to jet and drive this pile to within 10' of the final tip elevation with the last 10' being driven without jetting. This procedure was to establish a method for driving the cylinder pile as it did not seem possible that the piles could be driven the entire 30' as required by the plans and specifications which requirement could be modified if shown by test loading that the piles could be driven a lesser distance than the 30' and obtain adequate bearing.

The pile at Bent No. 2 was jetted to within 10' of the final tip elevation with intention of driving to plan elevation of -84. This was done, however, the pile drove very easily to elevation -84 and to approximately 18' below the plan tip elevation at which point the pile came up to a bearing as required by the dynamic formula under approximately 400 blows per foot. From the above it would seem that the piling are approximately 20' too short in the north end bents of the structure.

Mr. Hitt and Mr. Lynch of the Peter Kiewit Sons' Company were in the office this afternoon and the matter was discussed at length.

In order to permit the contractor to proceed with casting of cylinder pile, a new order length for 24 pile was given the contractor on the basis of an additional 20' in length per pile. The order list is as follows:

Bents 2, 3, and 4——5 piling 112' (one 104' piling driven at Bent 2)
Bents 5, 6, and 7——6 piling 116'
Bents 8 and 9————4 piling 120'
Bents 10, 11, 12, 13, and 14——9 pile 124' (one 104' piling driven at Bent 10)

The contractor agreed to vary his operations provided the additional 20' of driving was an excessive length in that he would move over to Bent 24 and drive north or move to Bent 10 and drive south to make better use of the above pile order. This can only be determined as piling are driven.

It was agreed that the State would pay for test loading the pile driven at Bent No. 2. The contractor will work up a Price Agreement for this test loading and the work will be done by Price Agreement if the price is acceptable to the State; otherwise the work will be done by force account. The contractor also desires to proceed with the removal of the filler concrete in the pile driven at Bent No. 10. If future pile driving indicates that the piling in this area are short when driven to the specified tip elevation the State will assume the cost of removing the filler concrete. However, if pile driving indicates that the pile in the vicinity of Bent No. 10 are of sufficient length to give the required bearing then the cost of removing the filler concrete from the Bent 10 pile will be the contractor's responsibility. There is a possibility that a claim may be made by the Ross Island Sand and Gravel Company for added costs in casting the added length of piling as the added length of piling will materially slow down their rate of production. This matter cannot be determined at this time as there is no way of knowing what and how many of the cylinder pile will need to be lengthened. Some longitudinal cracks are visible in this pile and an examination will be made before any work is done on concrete removal to determine the extent of cracking to determine the adequacy of the pile for further driving and incorporation into the permanent structure.

COPY

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. Al Harwood
Mr. Ray Asburry
Mr. P. M. Stephenson

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1812

SPOKANE PORTLAND AND SEATTLE RY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

March 21, 1963

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Merchant:

The Railway Company has examined the Aetna Casualty and Surety Company Policy No. 41 PS 1030 SC, a railroad protective liability policy issued to cover work Peter Kiewit Sons' Company will perform on and adjacent to railroad right of way in the vicinity of Youngs Bay trestle, and said policy is satisfactory.

This policy of insurance was received with your letter of March 13, 1963, your contract file 6197, Youngs Bay Bridge.

Very truly yours,

H. F. Moy
Chief Engineer

WVC

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 2[illegible] 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 18 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

6197

March 18, 1963

Mr. A. J. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Youngs Bay Bridge
Contract No. 6197
FAP No. U-F-115(14)

Dear Mr. Parsons:

Peter Kiewit Sons' Company started work on the Youngs Bay Bridge construction on the Oregon Coast Highway in Clatsop County, Contract No. 6197, FAP No. U-F-115(14), on March 12, 1963.

Very truly yours,

ORIGINAL SIGNED
[illegible]
Ivan D. Merchant
Bridge Engineer

dl

cc: L. H. Young
C. H. Maisen
Floyd Query
D. D. Parkes

NOTED
FLOYD QUERY

RECEIVED
MAR 14 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6197

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 13, 1963

Spokane, Portland & Seattle Railway
1101 N. W. Hoyt Street
Portland 7, Oregon

Attention: M. N. Moy
Chief Engineer

Re: Youngs Bay Bridge
Ore. Contract No. 6197

Gentlemen:

Reference is made to your letters of February 12 and 19, 1963, and our recent conversations concerning temporary crossing for Peter Kiewit Sons' Company, contractors on the above project.

I am enclosing original of The Aetna Casualty and Surety Company Policy No. 41 PS 1030 SC. This policy is furnished by the contractor in answer to your stipulated insurance requirements. Will you please review the policy and advise us as whether or not it is satisfactory to you?

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl
Attach.
cc: Allen Harwood
R. D. Asburry
P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
MAR 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 6197

Form Approved; Budget Bureau No. 41-R2089 State

MONTHLY TRANSACTION NO.
RECEIVED
FEB 7 - 1963

PROJECT REPORT NO.
FOR FILING
F-4151 101
6197

FO R-2
(RE -61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

ATE: Oregon

COUNTY: Clatsop

PROJECT NO.: U-F-115(14)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 Hamburg Ave., Astoria To Warrenton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	1.236
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,621,004.00	$ 1,651,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stow

ASST. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

ByXX A. W. Parsons
(Division Engineer)

L R Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. U-F-115(14)

YOUNGS BAY BRIDGE SECTION OF THE
OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 14, 1965

Type Code X036
Youngs Bay Bridge (Br. #8202)(Sta. 22+58.80 to Sta. 63+61.13)(Contract 6197)

Schedule 1-A Bents 1 thru 24B and Spans 1 thru 24 (Alternate A)

Furnish 48-inch Prestressed Piling	5,708	lin.ft.	$ 22.00	$125,576.00
Drive Prestressed Piles	54	only	2,000.00	108,000.00
Load Test Prestressed Piles	2	only	10,000.00	20,000.00
Class "A" Concrete (2,520 cu.yds.)	All	Required		190,000.00
Class "A-S" Concrete (12 cu.yds.)	All	Required		2,000.00
Class "B" Concrete (365 cu.yds.)	All	Required		10,000.00
70' to 75' Modified Type III Prestressed Beams	16	only	1,500.00	24,000.00
75' to 80' Modified Type III Prestressed Beams	80	only	1,600.00	128,000.00
Metal Reinforcement (678,000 lbs.)	All	Required		90,000.00
Metal Parapet Railing	3,790	lin.ft.	5.00	18,950.00
Electrical Conduit	All	Required		10,000.00
	Alternate 1-A			$726,526.00

Schedule 2. (Piers 1, 2 & 3; Bents 25 and 26; Steel Truss Span; Lift Span; Spans 27 and 28 and Operating System)

Remove Existing Pier Protection	All	Required		$ 2,000.00
Shoring, Cribbing, etc.	All	Required		100,000.00
Structural Excavation	2,100	cu.yds.	$ 3.00	6,300.00
Structural Excavation Below Elevation Shown	300	cu.yds.	10.00	3,000.00
Furnish 48-inch Prestressed Piling	744	lin.ft.	22.00	16,368.00
Furnish Timber Piling	16,520	lin.ft.	0.60	9,912.00
Furnish Treated Timber Piling	8,330	lin.ft.	1.20	9,996.00
Drive Prestressed Piles	6	only	2,000.00	12,000.00
Drive Timber Piles	236	only	75.00	17,700.00
Drive Treated Timber Piles	119	only	75.00	8,925.00
Seal Concrete	1,100	cu.yds.	30.00	33,000.00
Class "A" Concrete (2,170 cu.yds.)	All	Required		151,000.00

Class "D" Concrete (70 cu.yds. $50.00)	All Required		$ 3,000.00
50' to 55' Type III Prestressed Beams	12 only	$ 1,000.00	12,000.00
55' to 60' Type III Prestressed Beams	2 only	1,000.00	2,000.00
Metal Reinforcement (382,200 lbs.)	All Required		50,000.00
Structural Steel (Carbon 298,000 lbs. Low Alloy 233,000 lbs.)	All Required		160,000.00
Metal Parapet Railing	206 lin.ft.	5.00	1,030.00
Treated Timber in Place	40 M-FBM	300.00	12,000.00
Bridge Operating System	All Required		300,000.00
	Schedule 2		$910,230.00

Schedule 3-A Bents 27 thru 30; Spans 29 thru 32 (Alternate A)

Furnish 48-inch Prestressed Piling	5,772 lin.ft.	$ 22.00	$127,124.00
Drive Prestressed Piles	54 only	2,000.00	108,000.00
Class "B" Concrete (2,540 cu.yds.)	All Required		290,000.00
Class "A-X" Concrete (12 cu.yds.)	All Required		2,000.00
Class "D" Concrete (365 cu.yds.)	All Required		10,000.00
70' to 75' Modified Type III Prestressed Beams	16 only	1,500.00	124,000.00
75' to 80' Modified Type III Prestressed Beams	75 only	1,600.00	120,000.00
80' to 85' Modified Type III Prestressed Beams	5 only	1,700.00	8,500.00
Metal Reinforcement (630,000 lbs.)	All Required		90,000.00
Metal Parapet Railing	3,790 lin.ft.	5.00	18,950.00
Electrical Conduit	All Required		5,000.00
	Alternate 3-A		$903,574.00
Schedules 1-A, II, III-A	Subtotal		$2,340,631.00
	10% Engr. & Cont.		234,063.00
	Total		$2,574,694.00

Length of Structure - - - - - - - - - - - - - - - - -0.796 miles
(Urban Length - 0.397 miles)
(Primary Length - 0.399 miles)

Type Code 2010
Roadway (Sta. 8+00 to Sta. 17+00)(Sta. 118+50 to Sta. 174+76.45)(Contract 6197)

Schedule A

Loose Riprap	2,200 cu.yds.	$ 6.00	$ 13,200.00
Sand Subgrade Material	1,550 cu.yds.	2.00	3,100.00
Coarse Crushed Material in Base	6,450 cu.yds.	4.00	25,800.00
	Subtotal		$ 42,100.00
	10% Engr. & Cont.		4,210.00
	Total		$ 46,310.00

Length of Roadway	1.236 Miles
(Urban Length	0.170 Mile)
(Primary Length	1.066 Miles)
Cost of Roadway Per Mile	$43,442.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$2,574,694.00	$1,622,000.00	$952,694.00
Roadway	46,310.00	29,000.00	17,310.00
	$2,621,004.00	$1,651,000.00	$970,004.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BREAKDOWN OF FUNDS

Description	Total Cost	Federal Funds Primary	Federal Funds Urban
Roadway (Urban 30%)	$ 13,893.00	$	$ 8,700.00
Roadway (Primary 70%)	32,417.00	20,300.00	
Roadway Total	$ 46,310.00	$ 20,300.00	$ 8,700.00
Structure (Urban 50%)	$1,287,347.00	$	$811,000.00
Structure (Primary 50%)	1,287,347.00	811,000.00	
Structure Total	$2,574,694.00	$811,000.00	$811,000.00
Total	$2,621,004.00	$831,300.00	$819,700.00

Oregon State Highway Department

Federal Aid
Project No. U-F-115(14)

YOUNGS BAY BRIDGE SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 29, 1962

Type Code X036
Youngs Bay Bridge (Br. #8306)(Sta. 21+58.80 to Sta. 63+61.13)

Schedule 1-A Bents 1 through 24B and spans 1 through 24 (Alternate A)

Furnish 48" Prestressed Piling	5,708 lin.ft.	$ 24.00	$136,992.00
Drive Prestressed Piles	54 only	1,000.00	54,000.00
Load Test Prestressed Piles	2 only	15,000.00	30,000.00
Class "A" Concrete (2,520 cu.yd. $70.00)	All Required		176,400.00
Class "A-A" Concrete (12 cu.yd. $200.00)	All Required		2,400.00
Class "B" Concrete (365 cu.yd. $50.00)	All Required		18,250.00
70' to 75' Modified Type III Prestressed Beams	16 only	1,525.00	24,400.00
75' to 80' Modified Type III Prestressed Beams	80 only	1,675.00	134,000.00
Metal Reinforcement (678,000 lb. $0.13)	All Required		88,140.00
Metal Parapet Railing	3,790 lin.ft.	7.00	26,530.00
Electrical Conduit	All Required		12,500.00
	Alternate 1-A		$703,612.00

Schedule 1-B Bents 1 through 24 and spans 1 through 24 (Alternate B)

Furnish 48" Prestressed Piling	6,160 only	$ 24.00	$147,840.00
Drive Prestressed Piles	58 only	1,000.00	58,000.00
Load Test Prestressed Piles	2 only	15,000.00	30,000.00
Class "A" Concrete (2,240 cu.yd. $65.00)	All Required		145,600.00
Class "A-A" Concrete (18 cu.yd. $200.00)	All Required		3,600.00
Class "B" Concrete (395 cu.yd. $50.00)	All Required		19,750.00
70' to 75' Prestressed "Tee" Girders	20 only	1,725.00	34,500.00
75' to 80' Prestressed "Tee" Girders	100 only	1,925.00	192,500.00
Metal Reinforcement (580,000 lb. $0.13)	All Required		75,400.00
Metal Parapet Railing	3,790 lin.ft.	7.00	26,530.00
Electrical Conduit	All Required		12,500.00
	Alternate 1-B		$746,220.00

Schedule 2. (Piers 1, 2 and 3; Bents 25 and 26; Steel Truss Span; Left Span; Spans 27 and 28 and Operating System)

Remove Existing Pile Protection	All	Required		$ 2,000.00
Shoring, Cribbing, etc.	All	Required		60,000.00
Structural Excavation	2,100	cu.yd.	$ 10.00	21,000.00
Structural Excavation Below Elevation Shown	300	cu.yd.	10.00	3,000.00
Furnish 48" Prestressed Piling	744	lin.ft.	24.00	17,856.00
Furnish Timber Piling	16,520	lin.ft.	1.00	16,520.00
Furnish Treated Timber Piling	8,330	lin.ft.	2.00	16,660.00
Drive Prestressed Piles	6	only	1,000.00	6,000.00
Drive Timber Piles	236	only	60.00	14,160.00
Drive Treated Timber Piles	119	only	80.00	9,520.00
Seal Concrete	1,100	cu.yd.	40.00	44,000.00
Class "A" Concrete (2,170 cu.yd. $70.00)	All	Required		151,900.00
Class "B" Concrete (70 cu.yd. $50.00)	All	Required		3,500.00
50' to 55' Type III Prestressed Beams	12	only	900.00	10,800.00
55' to 60' Type III Prestressed Beams	2	only	950.00	1,900.00
Metal Reinforcement (382,200 lb. $0.125)	All	Required		47,775.00
Structural Steel (Carbon 298,000 lb. $0.24) Low Alloy 233,000 lb. $0.25)	All	Required		129,770.00
Metal Parapet Railing	206	lin.ft.	7.00	1,442.00
Treated Timber in Place	40	M-FBM	400.00	16,000.00
Bridge Operating System	All	Required		290,000.00

Schedule 3-A. Bents 27 through 50; spans 29 through 52 (Alternate A)

Furnish 48" Prestressed Piling	5,792	lin.ft.	$ 24.00	$139,008.00
Drive Prestressed Piles	54	only	1,000.00	54,000.00
Class "A" Concrete (2,540 cu.yd. $70.00)	All	Required		177,800.00
Class "A-A" Concrete (12 cu.yd. $200.00)	All	Required		2,400.00
Class "B" Concrete (365 cu.yd. $50.00)	All	Required		18,250.00
70' to 75' Modified Type III Prestressed Beams	16	only	1,525.00	24,400.00
75' to 80' Modified Type III Prestressed Beams	75	only	1,675.00	125,625.00
80' to 85' Modified Type III Prestressed Beams	5	only	1,750.00	8,750.00
Metal Reinforcement (683,000 lb. $0.13)	All	Required		88,790.00
Metal Parapet Railing	3,790	lin.ft.	7.00	26,530.00
Electrical Conduit	All	Required		5,500.00
	Alternate 3-A			$671,053.00

Schedule 3-B, Bents 27 through 50; Spans 29 through 52 (Alternate B)

Furnish 48" Prestressed Piling	6,160	lin.ft.	$ 24.00	$ 147,840.00
Drive Prestressed Piles	58	only	1,000.00	58,000.00
Class "A" Concrete (2,265 cu.yd. $65.00)	All	Required		147,225.00
Class "A-A" Concrete (18 cu.yd. $200.00)	All	Required		3,600.00
Class "B" Concrete (395 cu.yd. $50.00)	All	Required		19,750.00
70' to 75' Prestressed "Tee" Girders	20	only	1,875.00	37,500.00
75' to 80' Prestressed "Tee" Girders	100	only	2,075.00	207,500.00
Metal Reinforcement (583,000 lb. $0.13)	All	Required		75,790.00
Metal Parapet Railing	3,790	lin.ft.	7.00	26,530.00
Electrical Conduit	All	Required		5,500.00
	Alternate 3-B			$729,235.00

Schedules 1-A, II, III-A	Subtotal	$2,238,468.00
	10% Engr. & Cont.	223,846.00
	Total	$2,462,314.00

Length of Structure- - - - - - - - - - - - -0.796 miles
(Urban Length- - - - - - - - - - - - - - - -0.397 miles)
(Primary Length- - - - - - - - - - - - - - -0.399 miles)

Type Code 2010
Roadway (Sta. 8+00 to Sta. 17+00)(Sta. 118+50 to Sta. 174+76.45)
Schedule 4

Loose Riprap	2,200	cu.yd.	$ 6.00	$ 13,200.00
Sand Subgrade Material	1,550	cu.yd.	1.00	1,550.00
Coarse Crushed Material in Base	6,450	cu.yd.	4.50	29,025.00
	Subtotal			$ 43,775.00
	10% Engr. & Cont.			4,377.00
	Total			$ 48,152.00

Length of Roadway- - - - - - - - - - - - - - 1.236 miles
(Urban Length- - - - - - - - - - - - - - - - 0.170 miles)
(Primary Length- - - - - - - - - - - - - - - 1.066 miles)

Cost of Roadway per Mile - - - - - - - - - $38,957.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$2,462,314.00	$1,550,000.00	$912,314.00
Roadway	48,152.00	30,000.00	18,152.00
	$2,510,466.00	$1,580,000.00	$930,466.00

BREAKDOWN OF FUNDS

Description	Total Cost	Federal Funds Primary	Federal Funds Urban
Roadway (Urban 30%)	$ 14,586.00		$ 9,000.00
Roadway (Primary 70%)	33,566.00	$ 21,000.00	
Roadway Total	$ 48,152.00	$ 21,000.00	$ 9,000.00
Structure (Urban 50%)	$1,231,157.00		$775,000.00
Structure (Primary 50%)	1,231,157.00	$ 775,000.00	
Structure (Total)	$2,462,314.00	$ 775,000.00	$775,000.00
Total	$2,523,089.00	$ 796,000.00	$784,000.00

YOUNGS BAY BRIDGE SECTION

PROJECT NO. U-F-115(14)

Prestressed Beam Quantities

Type III

50 - 55' Beams

Overhead			$ 80.00
Class A-A Concrete	8 cu.yd.	$ 63.00	$ 504.00
Reinforcement	750 lb.	0.12	90.00
Prestress Steel	510 lb.	0.40	204.00
			$ 878.00

55' - 60' Beams

Overhead			$ 80.00
Class "A-A" Concrete	8.5 cu.yd.	$ 63.00	535.50
Reinforcement	750 lb.	$ 0.12	90.00
Prestress Steel	620 lb.	0.40	248.00
			$ 953.50

70 - 75' Beams

Overhead			$ 80.00
Class "A-A" Concrete	11.5 cu.yd.	$ 63.00	724.50
Reinforcement	1720 lb.	0.12	206.40
Prestress Steel	1300 lb.	0.40	520.00
			$ 1530.90

75' - 80' Beams

Overhead				$ 80.00
Class "A-A" Concrete	12.4	cu.yd.	$ 63.00	781.20
Reinforcement	1775	lb.	0.12	213.00
Prestress Steel	1500	lb.	0.40	600.00
				$ 1674.20

80 - 85' Beams

Overhead			$ 100.00
Class "A-A" Concrete	13 cu.yd.	$ 63.00	$ 819.00
Reinforcement	1,775 lb.	$ 0.12	213.00
Prestress Steel	1,550 lb.	0.40	620.00
			$1,752.00

Tee Beam Quantities

70' - 75' Beams

Overhead			$ 150.00
Class "A-A" Concrete	15.2 cu.yd.	$ 73.00	1,109.60
Reinforcement	1,400 lb.	0.12	168.00
Prestress Steel	1,100 lb.	0.40	440.00
			$1,867.60

75' - 80' Beams

Overhead			$ 150.00
Class "A-A" Concrete	17 cu.yd.	$ 73.00	1,241.00
Reinforcement	1,520 lb.	0.12	182.40
Prestress Steel	1,250 lb.	0.40	500.00
			$2,073.40

Oregon State Highway Department

Federal-Aid
Project No. F-F-115(14)

YOUNGS BAY BRIDGE SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 23, 1962

Type Code X036
Youngs Bay Bridge (Br. #8306)(Sta. 21+58.80 to Sta. 63+61.13)

Schedule 1-A Bents 1 thru 24B and Spans 1 thru 24 (Alternate A)

Furnish 48-inch Prestressed Piling	5,708	lin.ft.	$ 24.00	$ 136,992.00
Drive Prestressed Piles	54	only	1,000.00	54,000.00
Load Test Prestressed Piles	2	only	15,000.00	30,000.00
Class "A" Concrete (2,520 cu.yd. $70.00)	All	Required		176,400.00
Class "AA" Concrete (12 cu.yds. $200.00)	All	Required		2,400.00
Class "B" Concrete (365 cu.yds. $50.00)	All	Required		18,250.00
70'-75' Modified Type III Prestressed Beams	16	only	1,525.00	24,400.00
75'-80' Modified Type III Prestressed Beams	80	only	1,675.00	134,000.00
Metal Reinforcement (678,000 lbs. $0.13)	All	Required		88,140.00
Metal Parapet Railing	3,790	lin.ft.	7.00	26,530.00
Electrical Conduit	All	Required		12,500.00
		Alternate 1-A		$ 703,612.00

Schedule 1B Bents 1 thru 24 and Spans 1 thru 24 (Alternate B)

Furnish 48-inch Prestressed Piling	6,160	only	$ 24.00	$ 147,840.00
Drive Prestressed Piles	58	only	1,000.00	58,000.00
Load Test Prestressed Piles	2	only	15,000.00	30,000.00
Class "A" Concrete (2,240 cu.yds. $65.00)	All	Required		145,600.00
Class "AA" Concrete (18 cu.yds. $200.00)	All	Required		3,600.00
Class"B"Concrete (395 cu.yds. $50.00)	All	Required		19,750.00
70'-75' Prestressed "Tee" Girders	20	only	1,725.00	34,500.00
75'-80' Prestressed "Tee" Girders	100	only	1,925.00	192,500.00
Metal Reinforcement (580,000 lbs. $0.13)	All	Required		75,400.00
Metal Parapet Railing	3,790	lin.ft.	7.00	26,530.00
Electrical Conduit	All	Required		12,500.00
		Alternate 1-B		$ 746,220.00

Schedule 2 (Piers 1,2 & 3; Bents 25 & 26; Steel Truss Span; Lift Span; (Spans 27 & 28 and Operating System)

Remove Existing Pile Protection	All	Required		$ 2,000.00
Shoring, Cribbing, etc.	All	Required		60,000.00
Structural Excavation	2,100	cu.yds.	$ 10.00	21,000.00
Structural Excavation Below Elev.Shown	300	cu.yds.	10.00	3,000.00

Furnish 48-inch Prestressed Piling	744	lin.ft.	$ 24.00	$ 17,856.00
Furnish Timber Piling	16,520	lin.ft.	1.00	16,520.00
Furnish Treated Timber Piling	8,330	lin.ft.	2.00	16,660.00
Drive Prestressed Piles	6	only	1,000.00	6,000.00
Drive Timber Piles	236	only	60.00	14,160.00
Drive Treated Timber Piles	119	only	80.00	9,520.00
Seal Concrete	1,100	cu.yds.	40.00	44,000.00
Class "A" Concrete (2,170 cu.yds.$70.00)	All	Required		151,900.00
Class "B" Concrete (70 cu.yds. $50.00)	All	Required		3,500.00
50'-55' Type III Prestressed Beams	12	only	900.00	10,800.00
55'-60' Type III Prestressed Beams	2	only	950.00	1,900.00
Metal Reinforcement (382,200 lbs. $0.125)	All	Required		47,775.00
Structural Steel (Carbon 298,000 lbs.$0.24) (Low Alloy 233,000 lbs.$0.25)	All	Required		129,770.00
Metal Parapet Railing	206	lin.ft.	7.00	1,442.00
Treated Timber in Place	40	M-FBM	400.00	16,000.00
Bridge Operating System	All	Required		290,000.00
	Schedule 2			$ 863,803.00

Schedule 3-A Bents 27 thru 50; Spans 29 thru 52 (Alternate A)

Furnish 48-inch Prestressed Piling	5,792	lin.ft.	$ 24.00	$ 139,008.00
Drive Prestressed Piles	54	only	1,000.00	54,000.00
Class "A" Concrete (2,540 cu.yds.$70.00)	All	Required		177,800.00
Class "AA" Concrete (12 cu.yds.$200.00)	All	Required		2,400.00
Class "B" Concrete (365 cu.yds. $50.00)	All	Required		18,250.00
70'-75' Modified Type III Prestressed Beams	16	only	1,525.00	24,400.00
75'-80' Modified Type III Prestressed Beams	75	only	1,675.00	125,625.00
80'-85' Modified Type III Prestressed Beams	5	only	1,750.00	8,750.00
Metal Reinforcement (683,000 lbs.$0.13)	All	Required		88,790.00
Metal Parapet Railing	3,790	lin.ft.	7.00	26,530.00
Electrical Conduit	All	Required		5,500.00
	Alternate 3-A			$ 671,053.00

Schedule 3-B Bents 27 thru 50; Spans 29 thru 52 (Alternate B)

Furnish 48-inch Prestressed Piling	6,160	lin.ft.	$ 24.00	$ 147,840.00
Drive Prestressed Piles	58	only	1,000.00	58,000.00
Class "A" Concrete (2,265 cu.yds.$65.00)	All	Required		147,225.00
Class "AA" Concrete (18 cu.yds.$200.00)	All	Required		3,600.00
Class "B" Concrete (395 cu.yds.$50.00)	All	Required		19,750.00
70'-75' Prestressed "Tee" Girders	20	only	1,875.00	37,500.00
75'-80' Prestressed "Tee" Girders	100	only	2,075.00	207,500.00
Metal Reinforcement (583,000 lbs.$0.13)	All	Required		75,790.00
Metal Parapet Railing	3,790	lin.ft.	7.00	26,530.00
Electrical Conduit	All	Required		5,500.00
	Alternate 3-B			$ 729,235.00

Schedules 1-A, 2, 3-A ~~and~~	Subtotal	$2,238,468.00
	10% Engr. & Cont.	223,846.00
	Total	$2,462,314.00

Length of Structure - - - - - - - - - - - - - 0.796 mile
(Urban Length - - - - - - - - - - - - - - - 0.397 mile)
(Primary Length - - - - - - - - - - - - - - 0.399 mile)

Type Code 2010
Roadway (Sta. 8+00 to Sta. 17+00)(Sta. 118+50 to Sta. 174+76.45)

Loose Riprap	2,200 cu.yds.	$6.00	$ 13,200.00
Sand Subgrade Material	2,000 cu.yds.	1.00	2,000.00
Coarse Crushed Material in Base	8,900 cu.yds.	4.50	40,050.00
	Subtotal		$ 55,250.00
	10% Engr. & Cont.		5,525.00
			$ 60,775.00

Length of Roadway - - - - - - - - - - - - 1.236 miles
(Urban Length - - - - - - - - - - - - - - 0.170 mile)
(Primary Length - - - - - - - - - - - - - 1.066 miles)
Cost of Roadway per mile - - - - - - - - $49,170.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$2,462,314.00	$1,550,000.00	$912,314.00
Roadway	60,775.00	38,000.00	22,775.00
	$2,523,089.00	$1,588,000.00	$935,089.00

Breakdown of Funds

Description	Total Cost	Federal Funds (Primary)	Federal Funds (Urban)
Roadway (Urban 24%)	$ 14,586.00	$ -	$ 9,000.00
Roadway (Primary 76%)	46,189.00	29,000.00	-
Roadway Total	$ 60,775.00	$ 29,000.00	$ 9,000.00
Structure (Urban 50%)	$1,231,157.00	$ -	$775,000.00
Structure (Primary 50%)	1,231,157.00	775,000.00	-
Structure Total	$2,462,314.00	$ 775,000.00	$775,000.00
Total	$2,523,089.00	$ 804,000.00	$784,000.00

YOUNGS BAY BRIDGE SECTION

Project No. U-F-115(14)

Prestressed Beam Quantities

Type III

50'-55' Beams

Overhead			$ 80.00
Class A-A Concrete	8 cu.yds.	$63.00	504.00
Reinforcement	750 lbs.	0.12	90.00
Prestress Steel	510 lbs.	0.40	204.00
			$ 878.00

55'-60' Beams

Overhead			$ 80.00
Class A-A Concrete	8.5 cu.yds.	$63.00	535.50
Reinforcement	750 lbs.	0.12	90.00
Prestress Steel	620 lbs.	0.40	248.00
			$ 953.50

70'-75 Beams

Overhead			$ 80.00
Class A-A Concrete	11.5 cu.yds.	$63.00	724.50
Reinforcement	1,720 lbs.	0.12	206.40
Prestressed Steel	1,300 lbs.	0.40	520.00
			$1,530.90

75'-80' Beams

Overhead			$ 80.00
Class A-A Concrete	12.4 cu.yds.	$63.00	781.20
Reinforcement	1,775 lbs.	0.12	213.00
Prestress Steel	1,500 lbs.	0.40	600.00
			$1,674.20

80'-85' Beams

Overhead			$ 100.00
Class A-A Concrete	13 cu.yds.	$63.00	819.00
Reinforcement	1,775 lbs.	0.12	213.00
Prestress Steel	1,550 lbs.	0.40	620.00
			$1,752.00

Tee Beam Quantities

70'-75' Beams

Overhead			$ 150.00
Class A-A Concrete	15.2 cu.yds.	$73.00	1,109.60
Reinforcement	1,400 lbs.	0.12	168.00
Prestress Steel	1,100 lbs.	0.40	440.00
			$1,867.60

75'-80' Beams

Overhead			$ 150.00
Class A-A Concrete	17 cu.yds.	$73.00	1,241.00
Reinforcement	1,520 lbs.	0.12	182.40
Prestress Steel	1,250 lbs.	0.40	500.00
			$2,073.40

RECEIVED
JAN 31 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

E-115 (14)

6177

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 30, 1963

Spokane, Portland, and Seattle
Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Attention: Mr. H. F. May
Chief Engineer

Gentlemen:

Re: Youngs Bay Bridge
Temporary Use of Railroad Trestle
for Survey Purposes
Bridge No. 8306

Your letter of January 14 regarding the use of your Youngs Bay Bridge for surveying purposes by our construction crews has been referred to me.

I am sending a copy of this letter to our Resident Engineer Mr. Harwood with instructions that no attachments of any kind are to be placed which would extend above the top of ties of the bridge and that any ladders be placed by means other than spiking or bolting to the treated timber. The general instructions to Mr. Harwood are that nothing is to be done to the treated timber trestle which would impair its service life in any way.

Because of the proximity of the trestle to the new highway bridge it is advantageous for the State's field crews to establish location points on the trestle for the location of driven pile bents. The State will absolve the Spokane, Portland, and Seattle Railway Company of all liability to personnel through the use of this trestle. Our Resident Engineer is further instructed to contact S.P. and S. personnel as to train movements on the trestle before the trestle is used for any purpose. It is also understood that only Oregon State Highway Department personnel will make use of this trestle.

The State appreciates very much the opportunity to use the trestle for survey purposes and will do all in its power to operate in a manner satisfactory to the Railway Company.

Very truly yours,

NOTED
P. M. STEPHENSON

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. R. D. Asberry
Mr. Al Harwood-w/att.
Mr. P. M. Stephenson

RECEIVED
JAN 14 1963
FOR FILING
11 C 115 (III)
6197

Salem, Oregon
December 27, 1962

Agenda Item 4d
Youngs Bay Bridge
Oregon Coast Highway
Clatsop County

Mr. Forrest Cooper
State Highway Engineer
OFFICE

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Attached are two copies of a permit with the Spokane, Portland and Seattle Railway Company authorizing the State to place a conduit under the Company's right of way and tracks to carry electrical power to the Youngs Bay drawbridge on the Oregon Coast Highway in Clatsop County. These copies have been signed by me in behalf of the Commission and are now ready for execution by the Railway Company.

When fully signed, please return one copy to this office for the Commission's files.

Floyd Query, Secretary

jmc

Encl.

cc: I. D. Merchant

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

December 12, 1962

File: ADC-1320

Mr. Ivan D. Merchant, Bridge Engineer
State of Oregon
State Highway Department, Salem 10, Oregon

Dear Sir:

Attached hereto, in duplicate, is permit covering a buried electric power transmission line crossing under our tracks and right of way in two locations at Astoria, Oregon.

If satisfactory, will you please arrange for signature by Licensee in duplicate, then return both copies to me for signature by the Railway Company. When the agreement is fully executed, the duplicate-original copy will be returned for records of the Licensee.

With return of the signed agreement will you also enclose your remittance in the amount of $10.00 in payment of the rental as specified in paragraph 7 of said agreement.

Yours very truly,

W. P. Garrett

Right of Way and Tax Agent

EK.
Attach.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 17 1962
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 28 1962

[illegible]

6197

Salem, Oregon
December 27, 1962

Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention Mr. J. N. Hershberger

I attach hereto duplicate copies of a permit to cover the installation of electric power conduits across S.P. & S. right of way for the Youngs Bay Bridge. This permit has been approved by the Highway Commission and signed by the Secretary.

Section 7 of the permit provides for the payment to the S. P. & S. Railway Company of $10. Will you please arrange for a warrant in this amount payable to the railway company and send both copies with the warrant to Mr. W. P. Garrett, Right of way and Tax Agent, at the address given in the attached letterhead.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Floyd Query

FORM 1820

SPOKANE PORTLAND SEATTLE RY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

December 12, 1962

File: ADC-1320

Mr. Ivan D. Merchant, Bridge Engineer
State of Oregon
State Highway Department, Salem 10, Oregon

Dear Sir:

Attached hereto, in duplicate, is permit covering a buried electric power transmission line crossing under our tracks and right of way in two locations at Astoria, Oregon.

If satisfactory, will you please arrange for signature by Licensee in duplicate, then return both copies to me for signature by the Railway Company. When the agreement is fully executed, the duplicate-original copy will be returned for records of the Licensee.

With return of the signed agreement will you also enclose your remittance in the amount of $10.00 in payment of the rental as specified in paragraph 7 of said agreement.

Yours very truly,

W P Garrett

Right of Way and Tax Agent

NK.
Attach.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 17 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 21 1962
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6197

December 21, 1962

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on December 20, 1962 awarded to you State Highway Contract No. 6197 for the following project:

Construction of the Youngs Bay Bridge Section
of the Oregon Coast Highway in Clatsop County.

This award was based on your low bid of $2,393,431.00 which was submitted to the Commission on December 18, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
DEC 27 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 20, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-0

Oregon Project U-F-115(14)
Young's Bay Bridge Section
Oregon Coast Highway
Structure

As requested in Mr. Hardie's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6197 to Peter Kiewit Sons Co. of Omaha, Nebraska, low bidder in the amount of $2,393,431.00 at the December 18, 1962 bid opening.

LED
OYD P. SHAW

NOTED
R. L. PORTER

original To Young
12-26 62

RECEIVED
DEC 18 1962
FOR FILING

U-E-115(14)

6197

December 17, 1962

Oregon State Highway Commission

Re: Youngs Bay Bridge
Oregon Coast Highway
Clatsop County

Gentlemen:

There will be before you at the December 20 meeting of the Commission duplicate copies of a permit from the Spokane, Portland and Seattle Railway Company authorizing the State to place a conduit under the Company's right of way and tracks to carry electrical power to the Youngs Bay drawbridge on the Oregon Coast Highway. It is recommended that you authorize acceptance of the permit and signature by the Secretary.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison

GSP:ms bbc

RECEIVED
DEC 11 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4-F-115 (14)
6497

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 13, 1962

Concrete Technology Corp.
1123 Port of Tacoma Road
Tacoma 2, Washington

Attention: Mr. John S. Friedmann

Gentlemen:

Re: Youngs Bay Bridge

This will confirm our telephone conversation regarding Type III cement as manufactured by Lone Star at Concrete, Washington for use in the precast work of the Youngs Bay Bridge.

Prior to receiving your letter of December 10 the cement manufacturer had been in this office and in the office of our materials engineer regarding the use of Type III high-early strength cement. It has been determined that the Type III cement as proposed for use meets all the chemical and physical requirements of Type I cement specified for use under the contract. For this reason this cement will be permitted as a Type I high-early strength cement.

A letter of addendum is now in the mail which revises the concrete strength at prestress release from 3,000 to 5,000 psi. You should receive your copy of the addendum in the mail today or tomorrow.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. G. W. Harra
Mr. Al Harwood
Mr. Ray Asburry
Mr. P. M. Stephenson

RECEIVED
DEC 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
EC 3 1962
FOR FILING
U-F-115 (14)
6177

9

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 27, 1962

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Federal-aid Urban Program

To document our verbal reply to Mr. Young's November 16, 1962 letter, the project shown below on the captioned program was approved by our Regional Office effective November 26, 1962.

Item	Project	Location	Work
132	U-F-115(14)	Young's Bay Bridge	Bridge

This approval provides for the construction of 0.36 miles on a joint Primary-Urban highway project with a total estimated cost of $800,000 of Urban funds. The Federal funds reserved of $480,000 leave an unprogramed balance of $477,073 of these funds according to our records of this date.

RECEIVED
NOV 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
12-3-62

NOTED
R. L. PORTER

RECEIVED
NOV 30 1962
FOR FILING
U-F-115(14)

6197

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 26, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

M. E. Martin
District Engineer

Oregon Project U-F-115(14)
Young's Bay Bridge Section
Oregon Coast Highway
Structure

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Approval is with the understanding that the P. S. and E. documents will be corrected to show separate roadway quantities for Federal-aid participating and non-participating portions of the project.

RECEIVED
NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-29-62

NOTED
R. L. PORTER

RECEIVED
FORM E-123X 100M 4-62
OCT 24 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

4-E-115 (14)

6197

October 23, 1962

S. P. & S. Railway
Box 571
Portland 7, Oregon

Attention: Mr. W. P. Garrett
Tax and Right of Way Agent

Gentlemen:

Bids for the construction of the Youngs Bay Bridge at Smith Point are scheduled to be opened on December 11.

I am enclosing three prints of a drawing dated 10/22/62 which indicates the location of the Pacific Power and Light Company's transformer bank at the north end of your Youngs Bay structure and westerly therefrom. To serve our lift span it is our desire to connect to Pacific Power and Light at this transformer bank, run down the existing pole in conduit, jack a conduit under your track and extend an underground conduit to the shoulder of the new fill which will carry the Oregon Coast Highway southbound. This direct burial cable in the shoulder of the new highway would also cross under your existing trestle, and along the shoulder of the fill westerly from your track as indicated on the attached print.

May we have your consideration in granting us a permit for this conduit under your track northerly from the end of the existing trestle and under the existing trestle and along the shoulder of the fill as indicated? A direct burial cable would be used in the shoulder of the fill and under the end of your existing trestle.

If there is anything further that you need to know in this matter please advise and I will attempt to furnish it to you at the earliest possible time.

Very truly yours

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. P. M. Stephenson ✓
Mr. Walter Wright

NOTED
P. M. STEPHENSON

RECEIVED
OCT 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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AY 1 1962
FOR FILING

UF-115 (14)

6199

NPPKW-1.4
NPP 285/70a(Youngs Bay-Bridges)-1.

25 April 1962

Oregon State Highway Department

Salem 10, Oregon

Gentlemen:

Reference is made to your letter of 13 April 1962, requesting an extension of time for commencing and completing construction of the bridge across Youngs Bay at Astoria, Oregon.

Condition 3 of the instrument of approval of location and plans of the bridge, signed by the Assistant Chief of Engineers for Civil Works and by direction of the Assistant Secretary of the Army on 17 November 1960 and 22 November 1960, fixed the times for commencement and completion of construction of the bridge at 22 November 1962 and 22 November 1964.

This is to certify that the Chief of Engineers and the Assistant Secretary of the Army extended the times for commencing and completing construction of the bridge to 22 November 1964 and 22 November 1966, all other conditions of the original instrument of approval remaining unchanged.

Very truly yours,

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

NOTED
P. M. STEPHENSON

Original
to Merchant

RECEIVED
SEP 15 1961
FOR FILING
4-F-115 (14)
6197

Salem, Oregon
September 14, 1961

Tidal Measurements and Calculations
Youngs Bay

Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

The "before construction" phase of tidal measurements and calculations on Young Bay has been completed.

Tidal velocities were measured on an 11-foot tidal runout on August 25, 1961, and checked against calculated velocities for the same tide. Correlations within 10 per cent were found between average velocities in vertical sections by measurement and calculation. Within vertical sections, measured maximum velocities at 0.2 depth exceeded measured average velocities by about 50 per cent. Calculation of maximum velocities in vertical sections was not undertaken.

As a further check, discharges were determined at the same time and stage (4:00 A.M., -2.00 MSL) by three methods. These were (1) area of waterway and measured velocities 73,400 c.f.s.; (2) prism volume and rate of tidal fall 72,600 c.f.s.; and (3) calculated conveyance of the bay and measured surface slope 84,500 c.f.s. The last is most open to question as it involves estimated friction factors.

The method of velocity calculation was then extended to a combination of a 14-foot runout and a 5-year flood. This combination would have a frequency of over 100 years.

Average velocities were calculated for a 420-foot section in the deepest part of the channel under existing conditions and with a fill in place leaving 4,140 feet, 3100 feet, 1,930 feet, and 730 feet open. The variation in the calculated average velocity in the channel section with the stage under these conditions is shown in Fig. 1. The ratio of maximum to average velocity found on August 25 might be applied to these averages within the accuracy of other factors involved.

Since most of the heavy towing is downstream and timed to leave Youngs Bay on the ebb tide shortly before lower slack tide, it is doubtful if the velocity caused by either the 4,140-foot or the 3,100-foot bridge would be a power factor in towing. The control of tows through the channel spans would be subject to debate but again, I doubt any real problem.

The security of the railroad structure is an item to be considered. The center pier foundation is a timber crib on piling with the top of piling about -23.5 feet MSL. This is a little below bottom elevation at the time of construction in 1891 but is probably a little above the bottom of the channel now. The depth of foundation piles is not known. The foundation was inspected by a diver last year and declared sound. He reported the bottom around the pier to be a very hard sand formation.

The approach trestles were re-driven in 1948. The trestles end in double 6-pile bents adjacent to the swing span openings. On the north the penetration of piles in the double bent was 14 feet except for one outside pile with only 9 feet and one pile with 19 feet. Penetration of piles in the double benton the south was 11 to 13 feet. The records show decreasing penetration and harder driving approaching the main channel from both sides.

The railroad structure has gone 70 years without trouble so that we can be sure that anything that happens after our construction will be charged to us. I doubt that any trouble will come from the opening we have proposed. Before reducing the opening further, I think we should consider advance protection around the railroad center pier and the ends of the trestle approaches.

Corps of Engineers' drawings CL-12-23/1A and 2B show Bulkhead and Pierhead lines for the Astoria area. These were developed in 1927, approved in 1928 and reviewed without change in 1938 and 1949. The distance between Bulkhead lines as they have been transferred to our plans is about 1,930 feet but taken directly from the Corps of Engineers' drawing, it is about 2,150 feet.

My understanding, informally confirmed by Corps of Engineers' personnel, is that the area behind these Bulkhead lines can be filled in more or less at will. This could lead to a situation where we have a couple of thousand feet of bridge over dry land.

Mr. Ragsdale's letter of March 17, 1953, was the starting point for bridge length considerations. He mentions Bulkhead lines in connection with the existing crossing site but not at Smith Point. They may take the out that the Bulkhead lines were conceived as a progressive development with the tidal volume and the waterway at any point being reduced together.

In summary, I see no particular hazard in the opening we have proposed. If we accept the length suggested by the Bureau of Public Roads, provisions should be made to avoid damage to the railroad and the highway. In any case, the matter of Bulkhead lines should be settled with the Corps of Engineers.

Roy C. Edgerton
Research Engineer

RCE:ms
cc Mr. I. D. Merchant

RECEIVED
JUL 10 1961
FOR FILING

U-F-115 (14)

6197

July 7, 1961

Astorian Evening Budget
10th & Duane
Astoria, Oregon

Attention Miss Patricia Eward
News Room

Dear Miss Eward:

This is in answer to your recent request, addressed to Mr. Ivan Merchant, for pertinent data on the proposed bridge across Youngs Bay (Smith Point Bridge) on the Oregon Coast Highway near Astoria.

For your general information, I am sending a print of a perspective rendition of the proposed structure and prints of our preliminary drawings 8306-E, F, and G. You will note on drawing 8306-E, we plan a structure 4,200 feet in length, and in profile, the deck level will be from 15 feet to 45 feet above mean lower low water, with a vertical lift span directly below the existing railroad bridge swing span that will provide a maximum vertical clearance of 80 feet above mean lower low water. Drawing 8306-F shows the channel lift span in detail. Horizontal and vertical channel clearances were determined in public hearings held by the Corps of Engineers and are a part of the permit issued by the Corps for construction of the structure. Drawing 8306-G shows the pier fender system for protection of water borne traffic using the channel. The structure will have a 30-foot roadway for vehicular traffic, 1'-6" safety curbs topped with a concrete parapet and an aluminum guardrail.

Our preliminary estimate of cost for the structure is $2,200,000 and will require approximately 200,000 man hours of labor. Present plans are that the concrete approach spans to the steel span over the channel will be pre-cast prestressed beams set on a concrete cap resting on pre-cast, prestressed concrete piling, all similar in type of construction to that planned for the concrete portion of the Columbia River Bridge at Astoria. The steel spans over the channel will be founded on conventional poured-in-place concrete piers on piling.

Over-all planning for construction of the Astoria-Warrenton Section of the Astoria-Camp Rilea Route, of which the Youngs Bay Bridge is a part, is as follows:

1. April 1961: Contract for embankment construction between Smith Point and connection with US101 near Warrenton. (This contract actually awarded April 6, 1961, to Umpqua River Navigation Company of Reedsport, in the amount of $1,110,721.95. Contractor started work on the contract June 5, 1961.)

2. First half of 1963: Contract for construction of Youngs Bay (Smith Point) Bridge. (Preliminary plans and estimates for this structure are practically complete and final design will start in the near future.

3. Second half of 1963: Contract for paving, channelization and other work to complete the section. (Actual extent of this contract to be contingent on funds available for 1962 programming by the Highway Commission.)

The above schedule would enable an approximate simultaneous completion date of the bridge and paving in 1964 and would permit opening of this section of US101 to traffic in the late summer or fall of 1964. Total estimated cost of the above-listed work is approximately $3,560,000.

If I can furnish you any other information, please do not hesitate to call for it.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosures - preliminary drawings
Perspective is being sent under separate cover

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. I. D. Merchant
CAG:nk ms

Drawing Nos 5 3 & 6 5
F
6

RECEIVED
MAY 1 1961

FOR FILING

U-F115(14)

1-177

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1961

SUBJECT: Vehicle Users Cost and Capacity Analysis--Smith Point-Youngs Bay Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
OFFICE

As verbally requested on April 13, 1961 an analysis was made of the subject bridge to determine the vehicle users cost and capacity for a low level and a high level structure. Attached are the computation sheets pertaining to the analysis.

On the basis of profiles of the proposed structures furnished by the Bridge Division, there is a difference in lifts between the low and high level structures of 34½ feet. The additional vehicle lift cost on a high level structure, balanced against the expected delay cost to vehicles on a low level structure, result in an annual cost of an additional $12,138.56 to vehicles using a high level structure.

As shown on the attached computation sheets, the computed number of lanes necessary for the low level structure is 2.36 and for the high level structure 3.62.

F. B. Crandall
Traffic Engineer

NOTED

RLSc:dh
Attachments

RECEIVED
APR 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT [illegible] 1960
FOR FILING
UGF-115 (14)

6197

October 19, 1960

Mr. L. R. Regez
Poole, McGonigle & Dick
6330 Northeast Halsey Street
Portland 13, Oregon

Dear Mr. Regez:

Your letter of October 17 made inquiry as to a bridge to be built at Youngs Bay, Astoria. The Highway Commission does have, in its long-range program, a plan to build a bridge approximately 4,000 feet in length across Youngs Bay and in the near vicinity of the existing railroad bridge. However, there are no plans for contracting scheduled prior to 1962 (possibly in 1963) by reason of the fact that funds for the construction of the bridge must be accumulated, sufficient funds not being available in any one or two years.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

RECEIVED
OCT 5 - 1960
FOR FILING

4-E-115 (14)
6127

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

REFERRED TO Paxson
State Highway Engineer

NPPKW-1.4
NPP 285/70a(Young's Bay-Bridges)-1.

30 September 1960

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has submitted plans for a proposed highway bridge to cross Young's Bay about 0.7 mile from its mouth.

It is proposed to construct a VERTICAL LIFT BRIDGE providing a clear width of 130 feet at mean lower low water. Vertical clearances proposed are as follows:

Above mean lower low water (closed)	45.0'
Above mean lower low water (raised)	80.0'

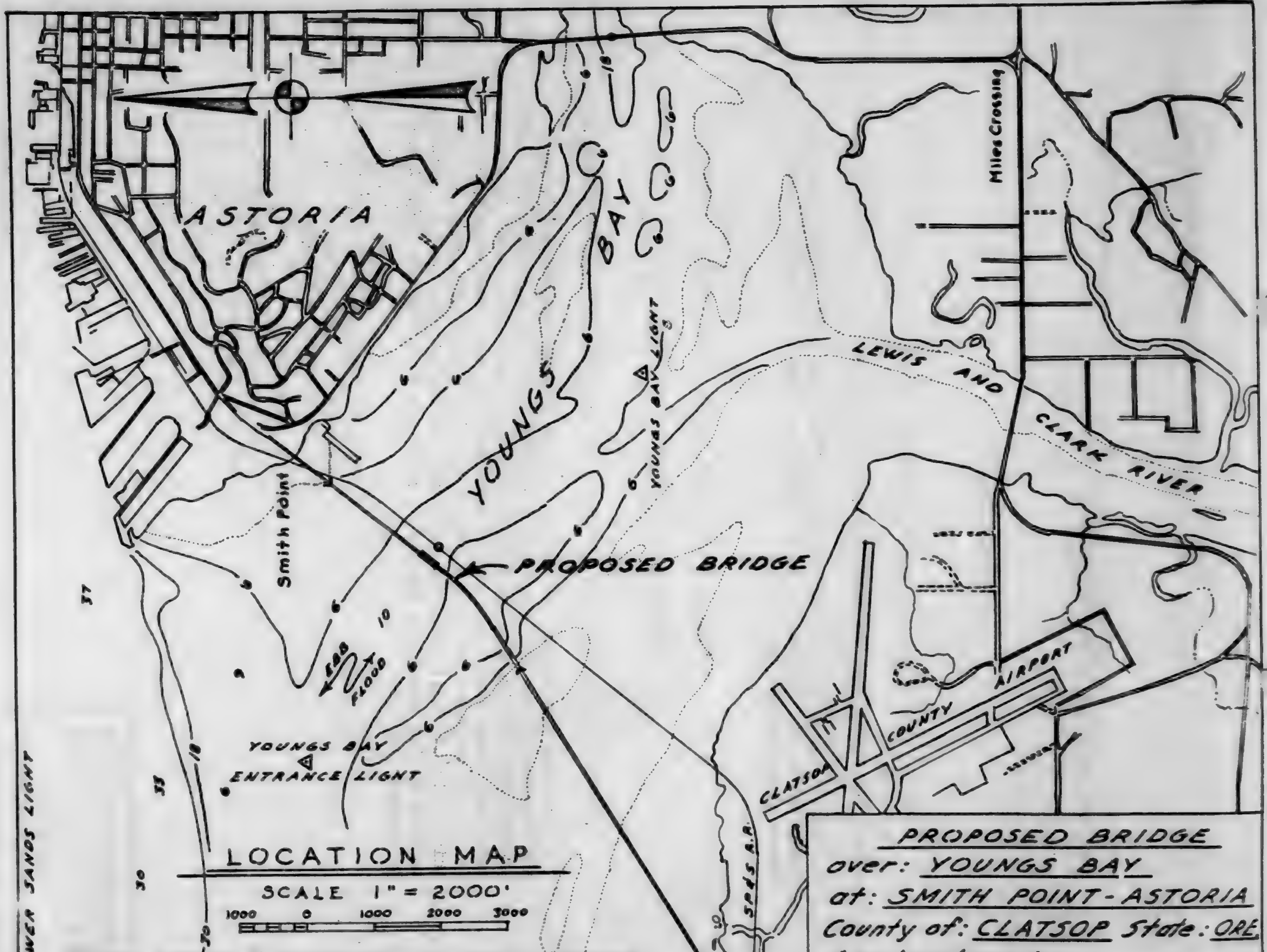
Plans for the work are shown on the reverse side of this notice.

Letters concerning the effect of the bridge on navigation or the regimen of the waterway are requested from all parties concerned, particularly navigation interests and state and local authorities and civic organizations, or others whose interests may be affected. It is NOT proposed to hold a public hearing unless the response to this notice indicates one is necessary to develop all facts. Replies to this notice should be mailed to reach this office not later than 30 October 1960.

W. L. Winegar
W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
OCT 4 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. S. PAXSON



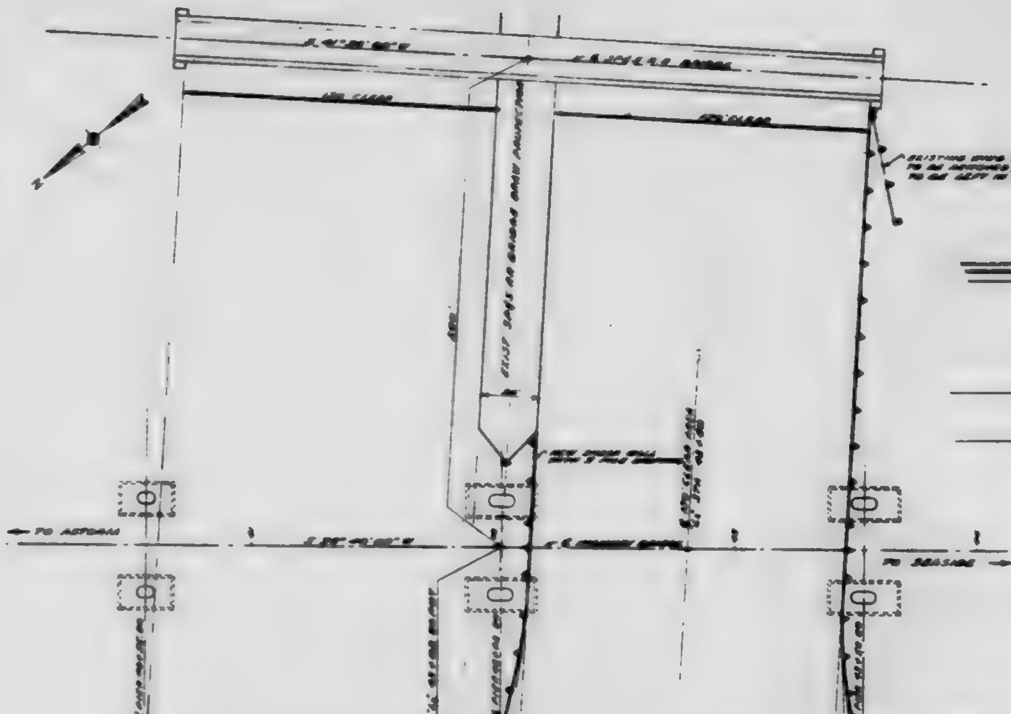
LOCATION MAP

SCALE 1" = 2000'

1000 0 1000 2000 3000

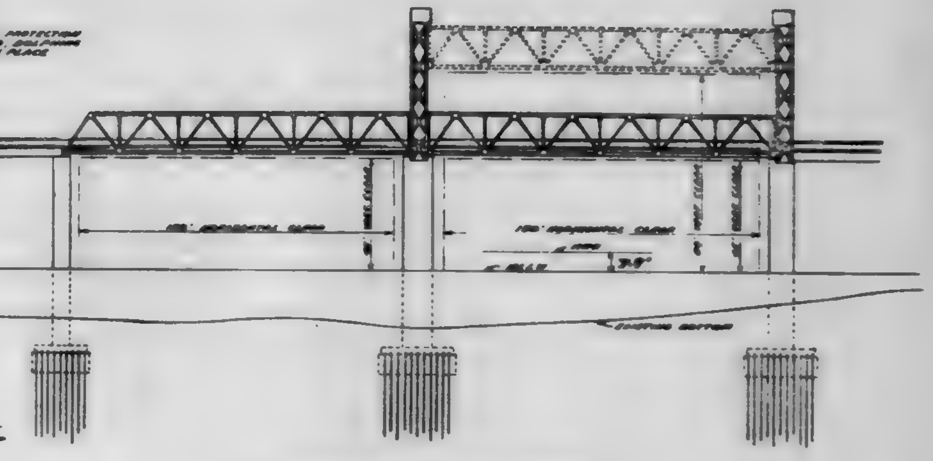
DEPTH CURVES & SOUNDINGS IN FEET - DATUM IS MEAN LOWER LOW WATER. SHORE SHOWN REPRESENTS APPROX. LINE OF MEAN HIGH WATER. TRACED FROM USC & GS #6151 (1949)

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT-ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 2 of 4 Date: 9/27/60


TO ASTORIA
TO SEASIDE
EXISTING WING PROTECTION TO BE REMOVED, DOLPHINS TO BE LEFT IN PLACE
NEW WING PROTECTION WITH 3 PILE DOLPHINS 15' C.TO C.
7 PILE END DOLPHINS
130' CLEAR
130' CLEAR

PROPOSED PIER PROTECTION PLAN

SCALE IN FEET



ELEVATION OF TRUSS SPANS

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT - ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 4 of 4 Date: 9-27-60

RECEIVED
SEP 29 1960
FOR FILING
11-E-11-(14)
6197

September 28, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

The Oregon State Highway Department proposes to construct a bridge across Youngs Bay immediately south of Astoria on the section of US101 known as the Smith Point-Camp Rilea Section. Application is hereby made for approval by the Chief of Engineers and the Secretary of the Army of the plans for this structure. It will be approximately 0.5 mile above the mouth of the bay. The plans submitted consist of four sheets, numbered 1 to 4, dated September 27, 1960. Vertical and horizontal clearances and position of the navigable span are shown on the drawings.

A conference was held in Astoria with the Port officials and parties interested in navigation on the bay, and I am attaching hereto copies of the minutes of that meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

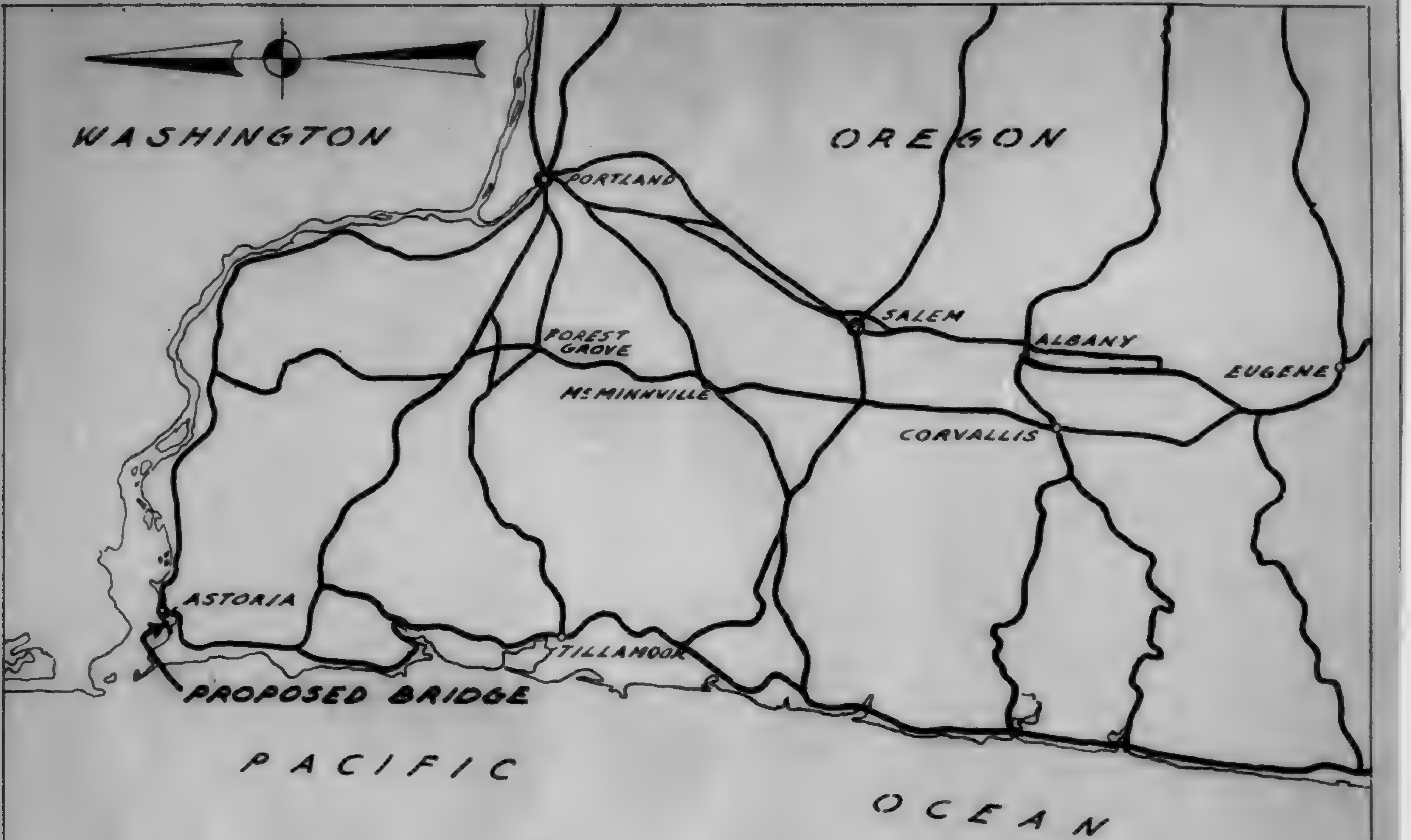
By

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. W. C. Williams

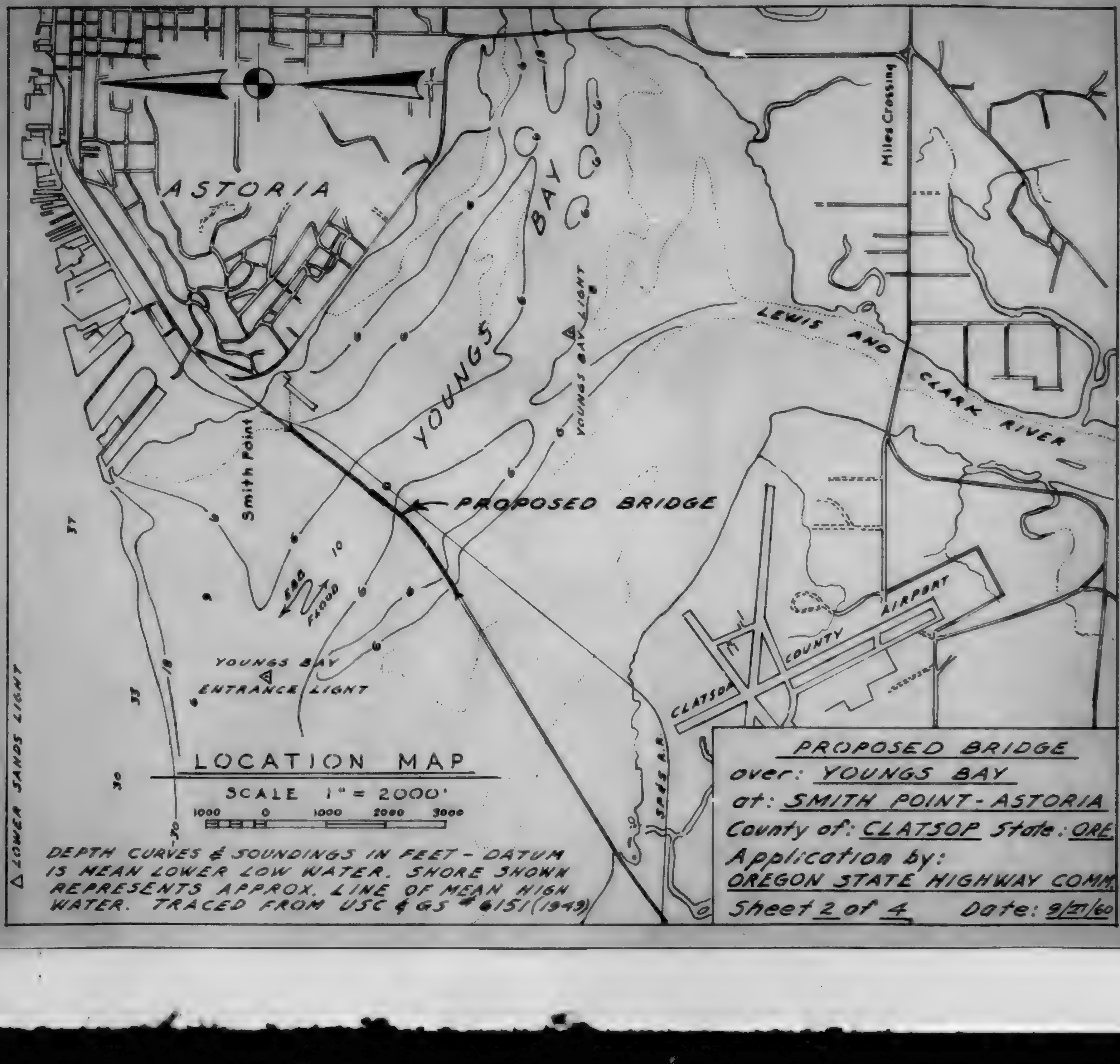


VICINITY MAP

SCALE OF MILES

0 5 10 15 20 25

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT - ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 1 of 4 Date: 9/27/60



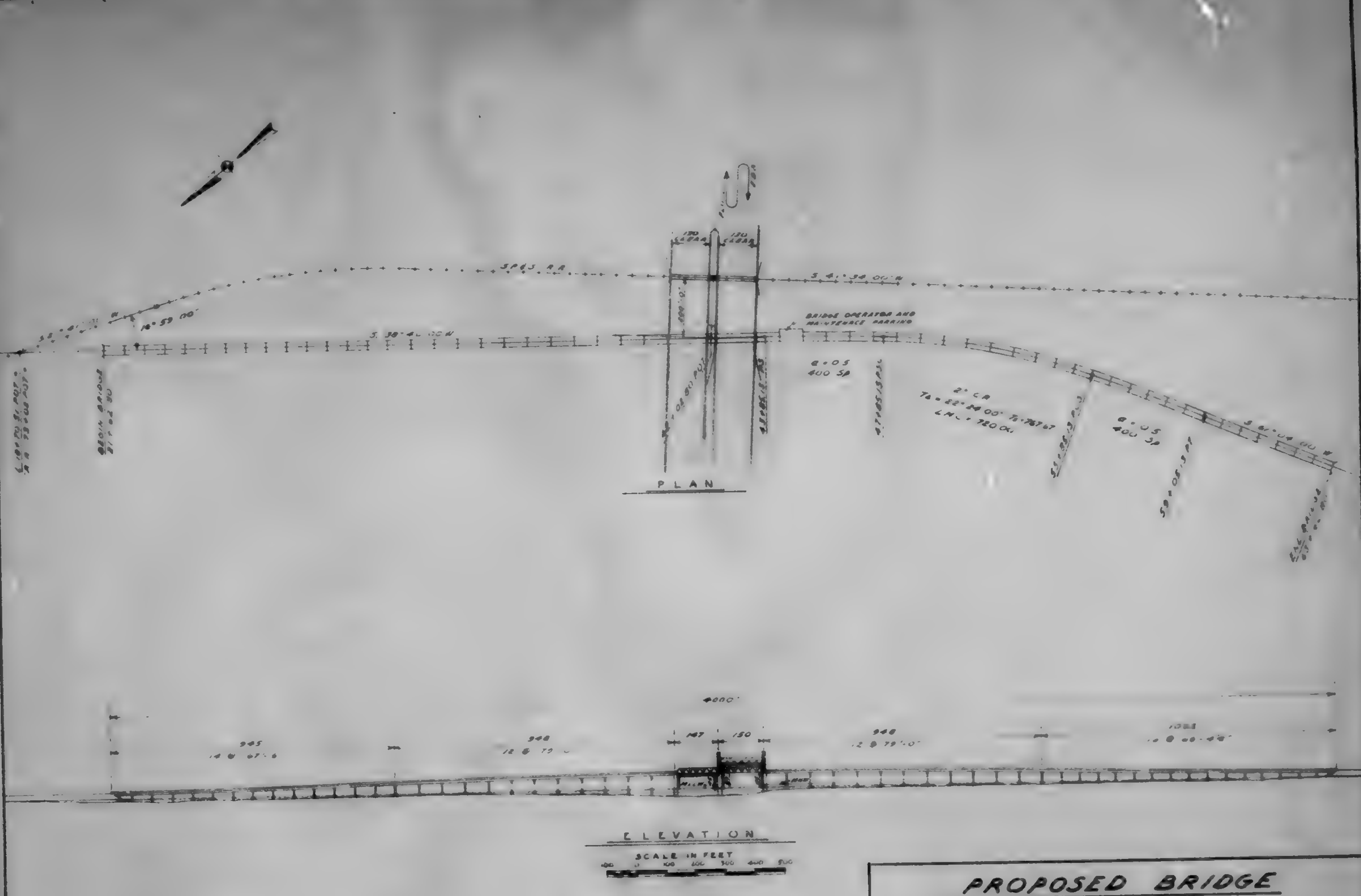
LOCATION MAP

SCALE 1" = 2000'

1000 0 1000 2000 3000

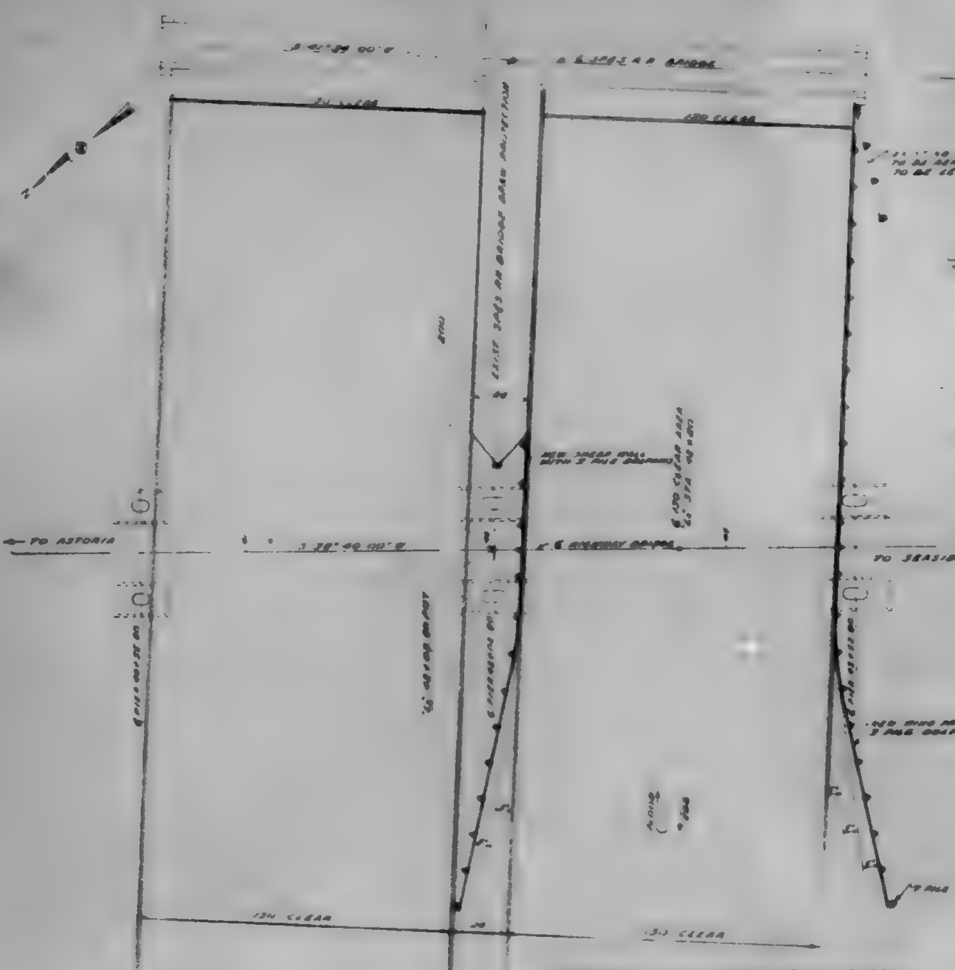
DEPTH CURVES & SOUNDINGS IN FEET - DATUM IS MEAN LOWER LOW WATER. SHORE SHOWN REPRESENTS APPROX. LINE OF MEAN HIGH WATER. TRACED FROM USC & GS #6151 (1949)

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT - ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 2 of 4 Date: 9/27/60



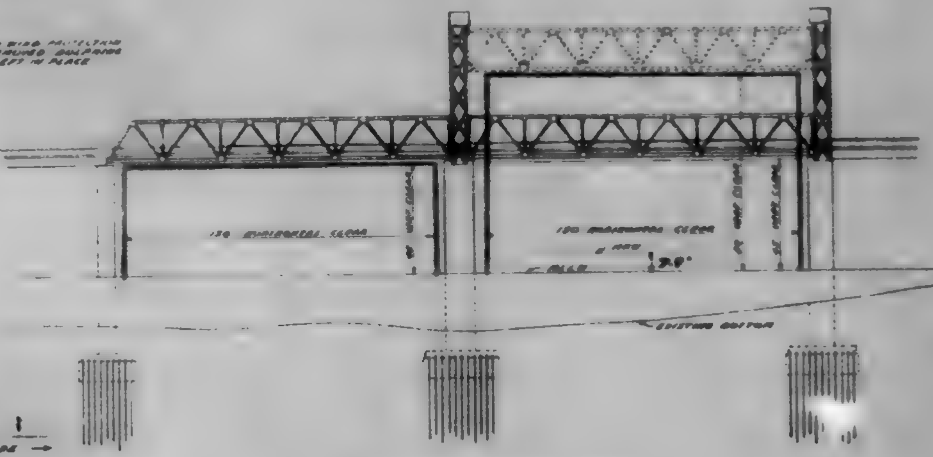
NOTE. CLEARANCES ARE IN FEET & REFER
TO MEAN LOWER LOW WATER.
MLLW IS 3.8 FEET BELOW MSL. ([illegible] 1947)

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT - ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 3 of 4 Date: 9-27-60



PROPOSED PIER PROTECTION PLAN

SCALE IN FEET



ELEVATION OF TRUSS SPANS

PROPOSED BRIDGE
over: YOUNGS BAY
at: SMITH POINT - ASTORIA
County of: CLATSOP State: ORE.
Application by:
OREGON STATE HIGHWAY COMM.
Sheet 4 of 4 Date: 9-27-60

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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1960

SUBJECT: Wave Data, Youngs Bay,
Astoria-Gearhart Section
Oregon Coast Highway

To: Mr. J. D. Walker
Division Engineer
Office

Following is a report on wave heights, tides, and embankment protection for the "C-Line" crossing of Youngs Bay.

Here, as elsewhere on the coast, the winds are predominately southerly or northwesterly. The southerly winds (southeast through west) make up 47 per cent of the total and occur mostly during the winter months. They also are the strongest winds. The summer winds come most frequently from the northwest quadrant, rate second in magnitude, and comprise 40 per cent of the winds. The remaining winds come from the northeast quadrant and are more likely to occur in winter than summer. The winds of most concern in Youngs Bay are those from the northwest and south, in that order.

Wind records at the Astoria Airport begin in 1953 and are current. The fastest one-minute wind recorded at this station is 46 m.p.h. and it came from the south-southwest. The fastest recorded northwest one-minute wind is 28 m.p.h. Wind records have also been kept at North Head, Washington, though the station is not now current. During the period of a Corps of Engineers' study there, from January 1932 through December 1937, the highest recorded wind came from the south at 80 m.p.h. and the highest northwest wind was 45 m.p.h.

Projecting these data to determine a wind velocity which might occur once in 30 years, design velocities of 56 m.p.h. from the south and 45 m.p.h. from the northwest were obtained. The velocities for North Head and Astoria were averaged in the case of the northwest winds, since the two points are directly related.

For southerly winds, the Astoria data alone was considered because of the more sheltered conditions at the airport and Youngs Bay.

Following is a tabulation of wave heights and wave run-up due to the predicted wind velocities:

G. S. PAXSON

Area	Significant Wave Height Ft. (1)	95 Per cent Height Ft. (2)	Significant Wave Height Run-up Ft. (3)
Northwest face, north end	6.0	7.3	9.0
Northwest face, center	6.5	7.8	9.8
Northwest face, south end	4.8	6.0	7.2
Southeast face	3.1	3.8	4.7

(1) Significant wave height is the average if the highest one-third of waves in a given group.

(2) Height which will not be exceeded by 95 per cent of the waves.

(3) Height above static water level which breaking waves will reach on the embankment slope.

Wave run-up has not been determined with any degree of accuracy for all wave and embankment conditions. It is known that it is greater for slopes of, say, 1½:1 than for 3:1 and is less for rough surfaces than for smooth surfaces. Long waves rise higher than those which are short and choppy. Limited model studies indicate that for riprap slopes on 1½:1 and the type of waves in question here this run-up might be about 0.8 of the wave height. The current Bureau of Reclamation policy, however, is to use a factor of 1.5. The values in the preceding table are based on the latter factor.

Static water levels in Youngs Bay are dependent on the normal tide fluctuations, wind setup and increased stages due to flow in the rivers. The Corps of Engineers maintained a tide gage at Fort Stevens from 1945 until this spring. During this period, the highest reading was 11.4 ft. MLLW, on December 29, 1951. This would be an elevation of 8.1 ft.,MSL, at Youngs Bay. The highest known tide occurred in December 1894 and reached an elevation of 8.8 feet at this location.

For a 30-year northwesterly wind occurring on an extreme tide the water could be expected to reach an elevation of 17.8 feet at the north end of the fill, 18.6 feet near the bridge ends and 16.0 feet at the south end of the fill. On the inside of the fill, the water could reach an elevation of 13.5 feet for a southerly wind.

Protection against wave action is, of course, necessary. The following recommendations are based on studies by the Bureau of Reclamation and the Corps of Engineers.

		Weight of Stone, Lb.			
Face	Thickness of Riprap	Maximum	25% Greater than -	45-75% from - to -	25% Less than -
Northwest	36"	6300	2500	125-2500	125
Southeast	24"	1500	600	30-600	30

A filter blanket is required to keep the wave action from washing the embankment fines out through the voids in the riprap. A filter ratio of five or less between successive layers is desirable. The filter ratio is

$$\frac{\text{Size "A" in the coarse layer}}{\text{Size "B" in the fine layer}}$$

where 85% of the coarse layer is retained on sieve size "A" and 15% of the finer layer is retained on sieve size "B". For the material under discussion, this would place the filter gradation at about 15% retained on the 1¼" sieve and 85% retained on the ¼" sieve. The thickness of the filter blanket should be half that of the riprap but not less than 12 inches.

A proposed typical section is included.

John C. Jenkins
Assistant Research Engineer

JCJ:er

cc Mr. G. S. Paxson
Mr. E. J. Hall

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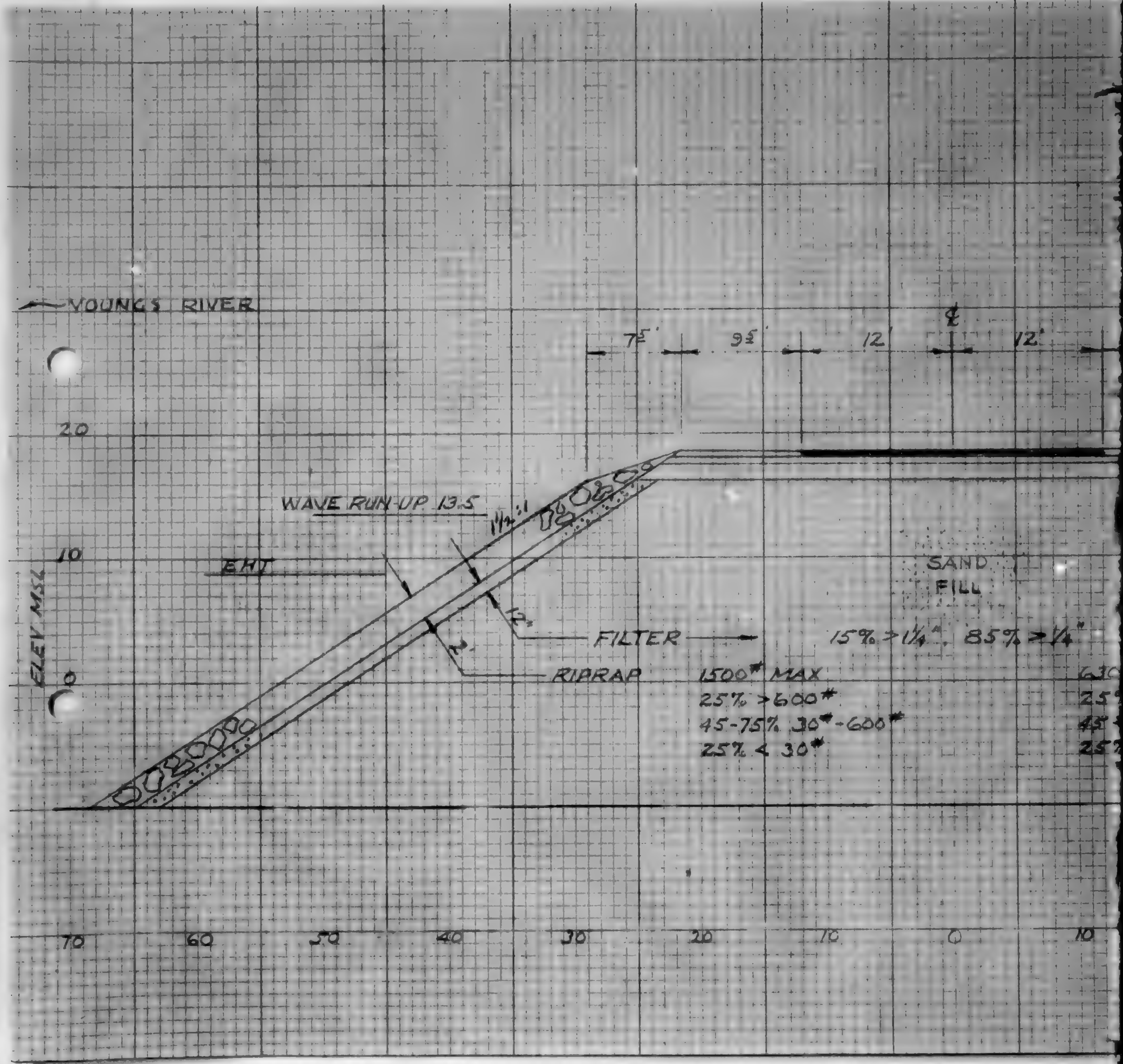
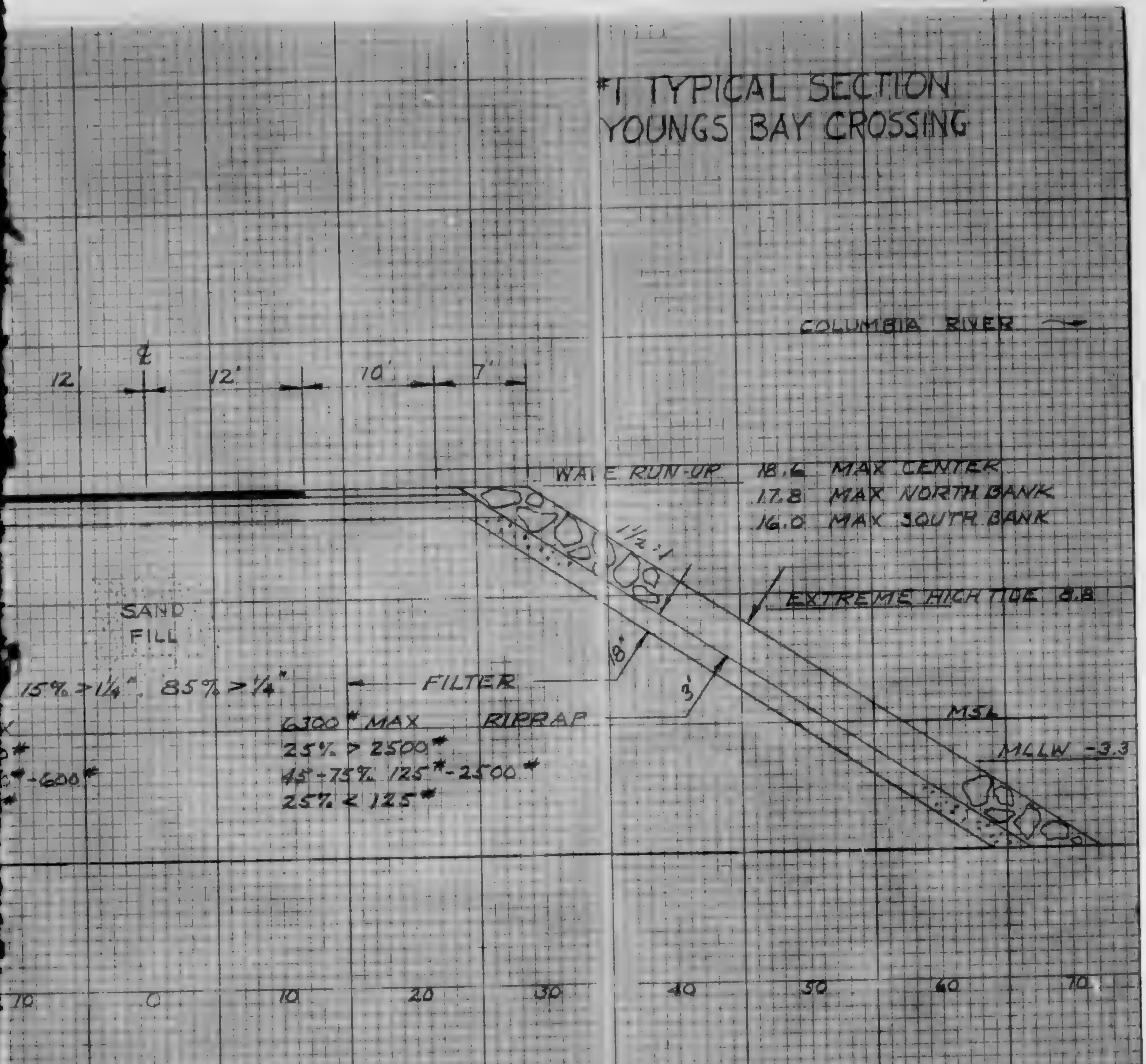

YOUNGS RIVER
7.5'
9.5'
12'
℄
12'
20
WAVE RUN-UP 13.5
1½:1
10
EHT
SAND
FILL
12"
FILTER
15% > 1¼", 85% > ¼"
2'
ELEV MSL
0
RIPRAP
1500# MAX
25% > 600#
45-75% 30#-600#
25% < 30#
70
60
50
40
30
20
10
0
10


#1 TYPICAL SECTION
YOUNGS BAY CROSSING
COLUMBIA RIVER
12'
℄
12'
10'
7'
WAVE RUN-UP 18.6 MAX CENTER
17.8 MAX NORTH BANK
16.0 MAX SOUTH BANK
1½:1
EXTREME HIGH TIDE 8.8
SAND FILL
18"
3'
15% > 1¼" 85% > ¼"
FILTER
6300# MAX
RIPRAP
25% > 2500#
45-75% 125#-2500#
25% < 125#
-600#
MSL
MLLW -3.3
10
0
10
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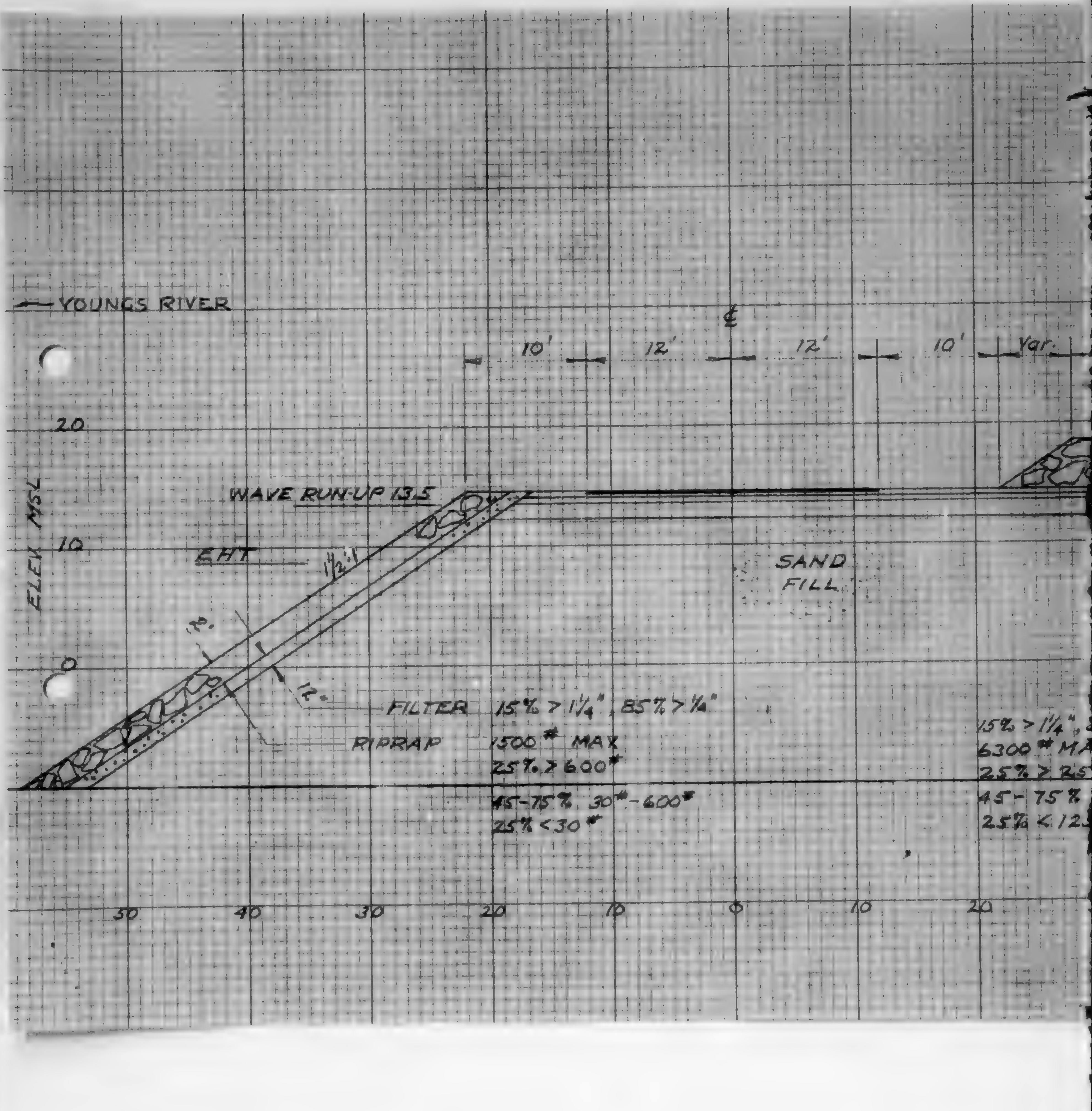
40
50
60
70


← YOUNGS RIVER
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WAVE RUN-UP 13.5
EHT
1½:1
2'
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SAND FILL
FILTER
RIPRAP
15% > 1¼", 85% > ¼"
1500# MAX
25% > 600#
45-75% 30#-600#
25% < 30#
15% > 1¼",
6300# MA
25% > 25
45-75%
25% < 12
50
40
30
20
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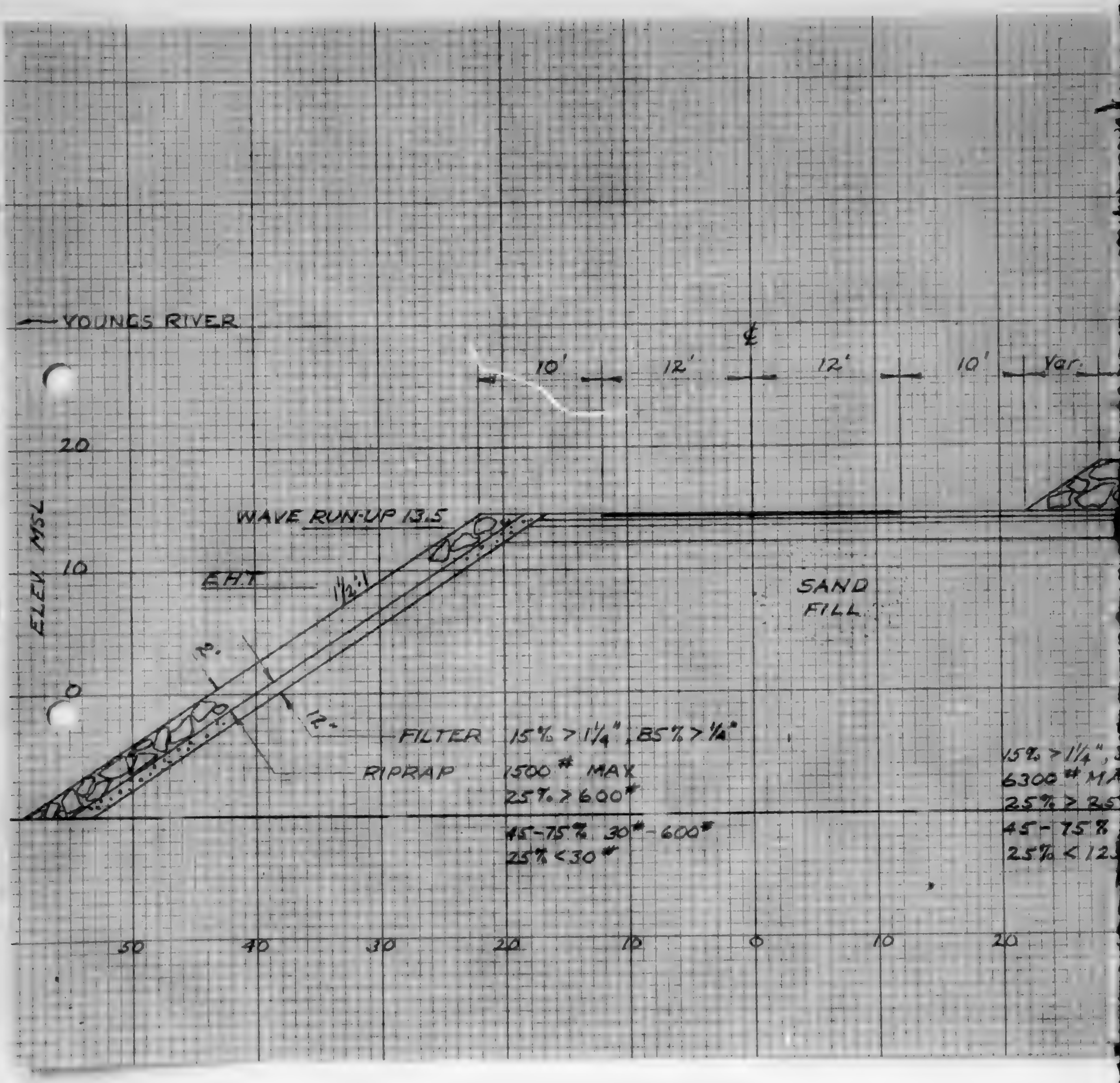
10
20


← YOUNGS RIVER
℄
10'
12'
12'
10'
Var.
ELEV. MSL
20
10
0
WAVE RUN-UP 13.5
E.H.T.
1½:1
2'
12"
SAND FILL
FILTER 15% > 1¼", 85% > ¼"
RIPRAP 1500# MAX
25% > 600#
45-75% 30#-600#
25% < 30#
15% > 1¼",
6300# M
25% > 25
45-75%
25% < 12
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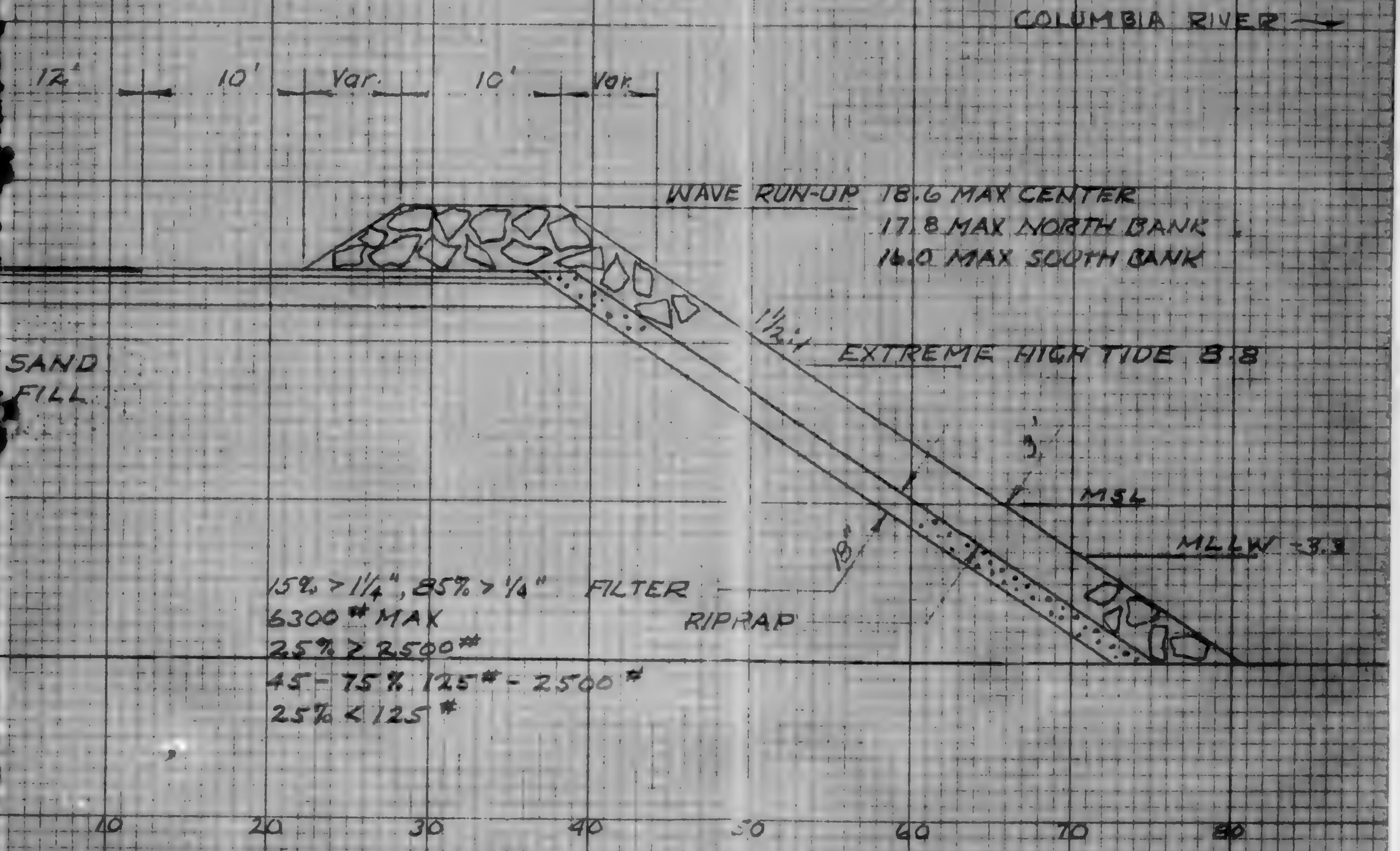
30
20
10
0
10
20

#2 TYPICAL SECTION
YOUNGS BAY CROSSING



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AUG 31 1960
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[illegible]

August 24, 1960

Mr. H. F. Moy
Chief Engineer
Spokane, Portland and Seattle
Railway Company
1101 N. W. Hoyt Street
Portland 9, Oregon

Dear Sir:

We have gone into the matter of a joint service for electrical energy on the drawbridges across Young's Bay. In view of the timing, where your bridge must now be served and our bridge is still a year or perhaps two in the future, it does not seem advisable that we use a joint service for our facility.

I am sorry that it worked out this way, but there seems to be too many obstacles in the way of any joint service.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM 1545

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY
OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY

COMMUNICATIONS AND SIGNAL DEPARTMENT

R. E. BLEVINS
SUPERINTENDENT OF
COMMUNICATIONS AND SIGNALS

PORTLAND 7, OREGON

August 9, 1960

File: D-10i - 394
AFE 10023

State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant Highway Engineer

Gentlemen:

As agreed to during our conference of August 8th in Mr. Moy's office in Portland, I am submitting estimate covering the cost of installing 2400 volt 3 phase power circuit on our Youngs Bay bridge near Astoria. This circuit to be installed by Railway Company forces will consist of three #6 copper conductors and will run from the Pacific Power & Light Company's power pole, located about 68 feet northeast of the Astoria end of our trestle, to the operator's house near the draw span. The total distance is approximately 3,200 feet.

The following figures cover estimated cost of the facilities which will be used jointly by the Highway Department and the Railway Company, but do not include transformer or other equipment to be used exclusively by the Railway Company.

Material	$6,180.00
Labor and miscellaneous cost	5,565.00
Use of tools and equipment	440.00
Total	$12,185.00

We have completed our agreement with the Pacific Power & Light Company for furnishing this power on the basis of 45 KVA of maximum demand. I

G. S. PAXSON

would suggest that you complete your negotiations with them as soon as possible for the increased demand necessary for joint usage so they can complete their installation as soon as possible. Our actual maximum load will be more nearly 20 KVA, as discussed with you at our meeting.

R E Blevins

Sup't. Comm. and Signals

cc: Mr. H. F. Moy

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AUG 10 1960
OREGON
STATE HIGHWAY COMMISSION

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AUG [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
4-F-115 (14)

C-77

August 24, 1960

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. Elwayne Zerba

Gentlemen:

The matter of joint service to the Spokane, Portland and Seattle's drawbridge and to our proposed drawbridge at Young's Bay has been given very considerable study. It appears that it will not be advisable to further consider a joint service.

When our structure is placed under contract, we will negotiate with you further as to the supplying of electrical energy. I do wish to thank you and your company for the assistance you have given us in a study of this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. H. F. Moy
Mr. W. C. Williams

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FOR FILING

U-F-115 (14)

(619)

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

July 28, 1960

State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant Highway Engineer

Gentlemen:

This letter is written relative to your recent inquiry made to our Astoria office concerning the furnishing of electric service by Pacific to the proposed Youngs Bay Bridge Swing Span.

Pacific presently is a party to an agreement with the Spokane, Portland and Seattle Railway Company covering the furnishing of 2400 volt three phase electric service at a point approximately 68 feet north of the end of the railroad bridge. S.P.&S.R.R. Co. proposes to install, own and maintain a three phase high voltage cable from Pacific's service pole to the east end of the railroad Swing Span at which point S.P.&S.R.R. Co. will also install, own and maintain a transformer installation to reduce the voltage from 2400 volts to 480 volts.

It is our understanding that the Highway Department will also operate a highway swing span and, for the operation thereof, will require approximately 88 kilowatts of 480 volt three phase electric service on the highway bridge, at a point near the S.P.&S.R.R. 480 volt equipment.

It has been indicated to Pacific that the Highway Department and S.P.&S.R.R. are considering the joint use of the proposed railway bridge high voltage cable and transformer installation in lieu of the Highway Department duplicating these facilities on the highway bridge. Should such a joint use arrangement be mutually agreeable to the Highway Department and S.P.&S.R.R., Pacific is willing to modify its proposed installation and the present agreement with S.P.&S.R.R. to include the Highway Department's load in the electric service metering and billing to S.P.&S., under which conditions, the Highway Department would make its own arrangements with S.P.&S.R.R. covering payment for electric service.

In the event the Highway Department and S.P.&S.R.R. conclude arrangements to jointly use the railroad bridge high voltage cable and transformer installation but desire separate metering and billing, Pacific will be pleased to install separate meters for each party provided, however, that each meter be located at a point readily accessible for meter reading purposes.

G. S. PAXSON

Until otherwise advised, we will delay securing and installing facilities to comply with the provisions of our agreement with S.P.&S.R.R. until you have had an opportunity to consider the above matters and conclude your negotiations with S.P.&S.R.R.

If we can be of any further assistance please feel free to call us.

Yours very truly,

PACIFIC POWER & LIGHT COMPANY

Elwayne Zerba

Elwayne Zerba,
Rate Engineer

EZ:pg

cc: Mr. R. E. Blevins,
Supt. Comm. & Signals
S.P.&S.R.R.

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JUL 29 1960
STATE [illegible]

RECEIVED
JUL 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

At the entrance to the mighty Columbia River

THE PORT OF ASTORIA

ASTORIA OREGON

FAirfax 5-4521

COMMISSIONERS
ALBERT RISSMAN, PRES.
J. D. WATERH[illegible] VICE PRES.
A. B. [illegible] SEC'Y
R[illegible] [illegible] TREAS.
WM. R. MAN[illegible]

RICHARD J. BETTENDORF
GENERAL MANAGER

July 18, 1960

Gentlemen:

The Oregon State Highway Department will hold a meeting with navigation interests on Friday, July 22, 1960 at 1:00 P.M. at the offices of the Port of Astoria to discuss the revised alignment of the proposed Young's Bay Highway Bridge on the Smith Point-Camp Rilea routing of U.S. 101.

You will recall that certain interests objected to the original location of the lift-span. The new alignment places the lift-span parallel and adjacent to the railroad bridge so as to provide one continuous opening through both bridges. The highway span is centered in the middle of the south channel of the railroad bridge and continuous fenders are provided through both bridge openings.

A copy of the Highway Departments plans are on file at the Port of Astoria office. It is requested that if you are interested in this matter, you view the plans prior to the meeting so as to be able to express your opinions at the meeting.

Very truly yours,

PORT OF ASTORIA

R. J. Bettendorf
Manager

RJB:m

To: Astoria Marine Construction Co.
Arrow Tug & Barge

THE PORT OF ASTORIA

Knappton Towboat Co.
Columbia River Packers Association
City of Astoria
Columbia River Bar Pilots
Columbia River Pilots
Fred Devine
Clatsop County
Columbia River Fishermen's Protective Union
Columbia Basin River Operators
Hansen & Milde
H. G. Palmberg
City of Warrenton
Western Transportation Co.
Larson Construction Co.
Wilbur [illegible]. Smith

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Fr 197

July 15, 1960

Mr. R. J. Bettendorf
General Manager
Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

We have completed our preliminary studies for the relocation of the Young's Bay Bridge on the Smith Point-Camp Rilea Section of US101.

Following our meeting last May with navigators, we have moved the line parallel and adjacent to the railroad bridge so that we provide one continuous opening through both spans. We will have continuous fenders completely through the double opening. We are centering our drawbridge on the middle of the south channel of the railroad bridge.

As discussed with you by telephone, I would like to meet with the navigators who are interested in this waterway next Friday, July 22, and would suggest that the meeting be at 1:00 o'clock. I am sending you, under separate cover, prints from our Drawings 15741, 15742 and 15743 which show the general location in relation to the railroad bridge. I am also sending two prints from a plan-and-elevation of the proposed bridge showing the vertical and horizontal clearances. These are 130 feet clear horizontal, 45 feet above MLLW in the closed position and 80 feet in the open position. I am also sending a print from the harbor chart for that area on which we have shown in pencil the alignment and extent of the bridge. I want to get this harbor chart back after we have had our meeting with the navigators.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

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B-E-314-(M)
177 –

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1960

SUBJECT: Young's Bay Bridge

To:

Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

In regard to the possibility of a joint power supply system with the S.P. & S. Railroad Company for the subject bridge, I have prepared the following estimate of the electrical loads:

1.	Estimated Lifting Power	79 KVA
2.	Estimated Roadway Lighting	3 KVA
3.	Estimated Signs & Signals	4 KVA
4.	Miscellaneous	2 KVA
	Estimated Total Power Required	88 KVA

By way of explanation of the above items, No. 1 is based on an assumed total horsepower requirement of 80 HP which would provide approximately the same operating speeds as are now possible with both the new and the reconstructed Interstate Bridge. Item No. 2 assumes that a 600' section of the structure, centered on the lift span, would be lighted. Item No. 3 would include all normal warning signs and signals for roadway, marine, and air traffic. Item No. 4 includes control circuits, control cabinet heaters, machinery room and operators house, lighting, etc.

From the above, it is evident that the power supply system outlined by the railroad in their letter of June 27 will not be adequate to handle our estimated load. The total power available to us from their proposed system would be only 50 KVA as opposed to the 88 KVA which it is estimated we will require. When the 25 KVA to be used by the Railroad is added to our 88 KVA requiremen the resultant total of 113 KVA represents a service wiring capacity increase of more than 61% over the 75 KVA which the Railroad now intends to install. Since our portion of the total installed capacity would be 77.8% it appears that, under the propposed joint use venture, the tail would be wagging the dog.

Regardless of the pro rata share of the power used by each party it is definite that a joint use agreement would be economically beneficial to both when compared to the costs for individual systems. With the assumption

7200V at fill end

G. S. PAXSON

that service wiring could be installed on the railroad's crib, a short aerial span from the end of the railroad crib to our structure would enable us to obtain the power quite easily.

If we install a low voltage transformer on our structure we would then only be using the service wiring on the railroad structure. The only increase in the railroad's contract would be for furnishing and installing the larger service wiring which would probably add about [illegible] to that portion of the work.

D. S. Berger

DSB/[illegible]

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[illegible]

Salem, Oregon
June 29, 1960

Young's Bay Bridge

Mr. Ivan D. Merchant

I am attaching a copy of a letter from the S. P. & S. with reference to power supply for the drawbridge at Young's Bay on the Astoria-Camp Rilea Section.

The Railroad Company has entered into a contract for the repair and revision of their drawbridge, and in this they are carrying a power transmission line out to their draw span. In talking this over with Mr. Moy, it seemed that there was a possibility that we might use a joint transmission line to be installed on the railroad trestle and then take off an independent power supply for our structure.

Will you please check into this as to our load and as to what revision in the power line and transmission setup which Mr. Moy gives would be necessary to meet our requirements.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP;ae

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

June 27, 1960

Mr. G. S. Paxson
Asst. State Highway Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Glen:

Several weeks ago when you were in my office for discussion relative to the location of the Youngs Bay highway bridge, I mentioned to you the fact that we would be in the process of rebuilding our Youngs Bay swing span and going to complete electric operation on the turning of this span. You seemed to be interested at that time in the amount of power that we would bring out to our bridge as it might be possible for the Highway Department to work out an electric power agreement with the S.P.& S. Railway.

I have the following facts concerning this power line which might be of interest to you:

(1) Pacific Power & Light Co. will place a 45 KVA transformer on a pole at the Astoria end of our trestle.

(2) Our power line from the Power Company's transformer to the draw span will be large enough to handle 75 KVA

(3) Our transformer at the draw span will be good for only 45 KVA. Power supply to our bridge will be 3 phase 480 volts.

(4) Our maximum demand from our 45 KVA transformer on the bridge will be 25 KVA.

(5) It would be possible to arrange with the State Highway Department to obtain up to 25 KVA from the above mentioned transformer at our draw span site. If the State Highway Department needed more than this or up to 50 KVA, they would have to have Pacific Power & Light install a larger transformer at the Astoria end of our trestle.

I hope this information will help you in further design on your Youngs Bay span.

Very truly yours

H F Moy

Chief Engineer

HFM-o

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JUN 29 1960
OREGON
STATE HIGHWAY COMMISSION

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JUN 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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Salem, Oregon
June 14, 1960

Mr. Tom Edwards

I am attaching the estimate for the additional cost which would be involved in providing a 200-foot draw bridge opening at Youngs Bay over and above the 140-foot opening which we proposed in our original plans. This additional cost is $138,000.

This should be used in making a comparison between the presurveyed line for the structure and the alternate proposal in which our bridge is parallel to and immediately adjacent to the railroad bridge. If the latter line is adopted, we can still get by with the 140-foot opening.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

Form B-120—5M- 4-60 State Printing

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 2

Bridge YOUNGS BAY BRIDGE AT SMITH POINT County

Calculations by J. M. T. Date 6/18/60 Bridge No. 890C

200 FT VERTICAL LIFT SPAN

SPAN ARRANGEMENT
20 - 75' spans on prestressed concrete pile bents
28 - 90' spans on 36" Raymond pile bents
200' vertical lift span
30' rdwy 1'-6" safety

COST SUMMARY

20 - 75' ~~spans~~	($20,906/span)(20)	=	418,120
28 - 90' spans	($34,970/span)(28)	=	979,160
200' vertical lift span			
Lift span	107,030		
Towers	277,090	=	550,420
Piers	166,300		
Pier protection		=	10,000
			1,957,700
			352,300
			$ 2,310,000

140 FT VERTICAL LIFT SPAN	2,172,300
	$ 137,700

Difference in cost $138,000

6-3-60.
Clatskanie Chief

June is also the month in which the highway commission engineers said they were returning to Astoria with some new plans to pacify navigation interests in regard to the proposed Smith Point bridge.

According to the Astorian-Budget, and we quote that newspaper, "Any bridge would be a hindrance to navigation, Paxson added, and 'we want to get the best while staying within our cost limits.' "

Paxson is the highway commission's chief bridge engineer.

Surely the port commission of Clatsop county, the city fathers and the merchants do not want a bridge that would be a hindrance to navigation. We cannot understand why they are not taking a second look as what is best for their city so beautifully situated for a fine port; why they want to drive business away from themselves when they need it so badly. It is one of the mysteries of the past few years.

† † †

The bridge engineers stated plainly at the meeting, according to the Budget, a quarter million more in cost seemed necessary in widening the lift span alone. Other costs were suggested of material amounts

If such costs are to be added to the original estimate, the fair thing for the commission to do is call for another hearing and let the people of the division at least know how the money is going to be spent before too much preliminary expense is involved.

It appears very evident that the benefit quotient will be thrown entirely off the old figure if benefit quotient means anything but we have long suspected it was a manipulatable something that gave the commission an excuse to do what they or the people involved wished to do.

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Minutes - Proposed Smith Point Highway Bridge Clearances

An informal meeting was held with navigation interests at the Port of Astoria office on Tuesday, May 10, 1960, at 1:30 P.M. to discuss proposed navigation clearances of the Proposed Smith Point Highway Bridge.

The meeting was opened by R. J. Bettendorf, Manager of the Port of Astoria.

Mr. G. S. Paxson and Mr. Ivan D. Merchant of the State Highway Department explained the proposed plans of the bridge structure to the group.

Considerable discussion was held on the 130 foot horizontal clearance with the log towing interests raising considerable objection. It was their opinions that because of the distance between the railroad and highway bridges, (900 ft.), a 130 foot horizontal clearance was not adequate. They explained that with a raft of 785 ft, a towline of 150 ft. and a tow boat 50 feet in length, the end of the tow would not be clear of one structure before the tow boat reached the opening of the other structure and they would have no opportunity to maneuver the tug and line of the raft to correct for side drift caused by currents and wind. They felt a minimum of 200 feet in width with all corners of the structure well sheered was required. It was pointed out by the Engineers that increasing the horizontal clearance to that extent would add additional cost in excess of $200,000 as a rough estimate.

It was decided that the towboat interests study this matter further for about thirty days. It was suggested that, if possible, buoys or markers be set out in line with the channel openings of the two bridge structures so that both highway engineers and towboat people could observe the action of lografts in this location.

A discussion on the vertical height concluded that the proposed structure should provide for an 80 foot clearance above M.L.L.W. when the lift was opened.

Meeting adjourned, 2:50 P.M.

Copy to
Merchant

NOTED
G. S. PAXSON

NAME	REPRESENTING	ADDRESS
Nicholas Kussman		Astoria, Oregon
A. W. Larson	Knappton Towboat Co.	" "
Owen E. Lawrence		" "
R. M. Smith	State Highway Dept.	" "
E. J. Hall	" " "	" "
E. R. Baldwin	City of Warrenton	Warrenton, Oregon
George H. Jackson	Western Transportation Co.	Portland, Oregon
Don Rothberg	Astorian-Budget	Astoria, Oregon
F. O. Meyer	Knappton Towboat Co.	Portland, Oregon
Wm. H. Cunningham	City of Astoria	Astoria, Oregon
Joseph Dyer	Astoria Marine Const. Co.	" "
H. G. Palmberg	Palmberg Construction Co.	" "
James S. Stacy	Arrow Tug & Barge Co.	" "
Columbia Basin River Oper.	1100 Jackson Tower	Portland, Oregon
E. L. Matthews	Columbia River Packers Assn.	Astoria, Oregon
Lewis Wright	" " " "	" "
Russell Fluhrer	Fluhrer Bros.	" "
R. J. Bettendorf	Port of Astoria	" "
Glen Paxson	State Highway Dept.	Salem, Oregon
Ivan Merchant	" " "	" "

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May 3, 1960

Mr. R. J. Bettendorf
General Manager
Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

I enclose herewith a print from our Drawing 15743 which is a vicinity map showing the relative position of the proposed highway bridge across Youngs Bay and the existing SP& S Railway Company bridge. These bridges are approximately 1,000 feet apart, the highway bridge being downstream from the railroad bridge.

I also enclose a copy from our Drawing 8306-D which is a plan and elevation of the proposed structure showing the clearances of the highway bridge. We propose to put in a lift span over the navigable channel providing 130 feet of horizontal clearance, which is the same horizontal clearance provided by the railroad bridge. The structure will provide 45 feet of vertical clearance in the closed position and 75 feet in the raised position, above mean lower low water.

In conversation with you, we have arranged for a meeting with the navigation interests at your offices on Tuesday, May 10, at 1 p.m. I am submitting these plans so that interested parties may have an opportunity to look at them prior to our conference.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attachs.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

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MAY 28 1959

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Cross Referenced To:
Coast
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Recon.

May 27, 1959

Mr. Robert Larson
Astoria Chamber of Commerce
P. O. Box 176
Astoria, Oregon

Dear Mr. Larson:

Under date of April 24, you wrote us concerning the length of the proposed bridge at Smith Point. Several years ago, we asked the Corps of Engineers to advise us as to the waterway which would be necessary to control the tidal currents. We were concerned with the effect of increased velocity on navigation and with the possibility of scour of the stream bed around our piers due to any increased velocity.

The Corps of Engineers made quite a study of this and recommended that we provide an opening of approximately 4,000 feet, which we are now considering. They did not feel that any of the increased velocity would be particularly detrimental to navigation, but were somewhat apprehensive about the scour in the channel.

We have not completed any design on this structure and are still studying the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

Astoria Chamber of Commerce

270 Fourteenth Street
P. O. Box 176
Astoria, Oregon
Phone FAirfax 5-6311

April 24, 1959

Oregon State Highway Department
Salem, Oregon

Attention: Mr. P.M. Stephenson

Gentlemen:

The width of opening required for the Smith Point bridge crossing Youngs Bay has been discussed with the U.S. Army Engineers and it was indicated that a minimum width of opening would be desireable to increase scour and assist in channel maintenance. The reduction of bridge length would reduce the cost of the Smith Point Bridge and further increase the cost benefit ratio.

The following analysis was made to determine an approximate width for the minimum bridge opening.

1. The area of the tidal prisim was planimetered from large scale. Corps of Engineers drawings and determined to be approximately 3600 acres.

2. Computations of maximum ebb tide flow included a maximum tide fluctuation of 12 feet and a maximum flood of 12,000cfs. The 12 foot tidal fluctuation in 6 hours produces a maximum drop of approximately 2.5 feet per hour at peak flow. This 2.5 feet drop in an area of 3600 acres in one hour is equivalent to 109,000cfs. Tidal and flood flow combined equal 121,000cfs.

3. With 10fps considered as an acceptable flow velocity, the cross-sectional area of flow can be determined.

$$\text{Area} = Q/V = 121{,}000/10 = 12{,}100 \text{ sq. ft.}$$

APR 27 1959

4. With an average depth of flow of 8 feet the width of channel would be.

Width = A/D = 12,100/8 = 1500 feet

A bridge length of 1500 feet may not be the most economical to contract when design and grade requirements are considered. It is possible however, that the most economical length is less than the present design length of 4000 feet.

This recommendation is respectfully submitted for consideration.

Very truly yours,

Robert Larson

Robert Larson

BL:jc

RECEIVED
APR 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NPPES-4

March 17, 1953

NPP 800.6(Youngs Bay-Bridges)-1

Oregon State Highway Department
Salem
Oregon

ATTENTION: Mr. G. S. Paxson, Bridge Engineer

Gentlemen:

The following information is submitted in response to your letter of February 27, 1953, concerning two bridge sites across Youngs Bay at Astoria, Oregon.

As high level bridges will impose a restriction on the height of masts, in addition to the horizontal restriction of the fairway it is believed that a public hearing would be scheduled when the formal application is received. The information furnished is tentative, as you are aware and final determination of actual clearances to be required will be made only after replies are received to the public notice, or after the public hearing is held.

At either site, Smith Point or at the existing bridge, it is suggested that the vertical clearance be not less than 85 feet above mean lower low water. Even with this clearance some of the floating plant based at Astoria would not pass under the bridge at higher high water.

At the site of the existing bridge, it is suggested that the toe of any fill be limited to the established Federal Bulkhead line on both banks. Under this condition the expected maximum flow is estimated to be about 3 feet per second. The main channel span should be not less than the present bridge main (bascule) span, 150 feet, as so far as is known no complaint has been received to the present clearance.

The Smith Point site is more involved in that the present maximum velocity is estimated to be about 8.5 f.p.s. If the waterway were restricted with fill approaches to a bridge providing an opening of 5530 feet, it is estimated the maximum velocity would be increased to 9 f.p.s., and with a bridge opening of 3360 feet the maximum velocity is estimated as 10 f.p.s. Nearly all heavy tows are downstream, and

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G. S. PAXSON

the present time if there is any small amount of heavy traffic upstream it is believed to be moved on the incoming tide. In view of this, an increase in velocity to 10 f.p.s. would not be considered a serious handicap to navigation. As to the scouring, this office has insufficient information at this time to draw any conclusions. It is probable that any changes in the channel caused by the increased flow, would not adversely affect navigation to a great extent. The effect on the bridge foundation is problematical. A horizontal clearance of 250 feet for the main channel (navigation) span is suggested for this site, as it would have to accomodate all traffic from upper Youngs Bay, Lewis and Clark River and Youngs River. This would be comparable to the two openings in the present railway swing span.

At the Smith Point site careful consideration should be given to the alignment of the navigation span with the thread of the stream, and to prevent interference with the long log raft tows common to the area, approaching from the railway span. The distance between the present railway bridge and the site for the new bridge is believed to be less than the length of the usual tow.

FOR THE DISTRICT ENGINEER:

Very truly yours,

1 Incl
Astoria Quadrangle

T. W. RAGSDALE
Chief, Operations Division

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MAR - 2 1959
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Cross Referenced To:
Coast
Bridges
Gen

Salem, Oregon
February 27, 1959

Youngs Bay crossing

Mr. Ivan D. Merchant

The decision as to the lines to be adopted for the crossing of Youngs Bay will soon be before the Commission. You have recently reviewed the estimates for the two-lane 26'-roadway bridge parallel to the present Youngs Bay Bridge and the raising of the present bridge and widening of the roadway across the bascule spans. The grade line of the new structure and of the reconstructed present bridge is to provide 12 feet more vertical clearance than is provided by the present structure. Please check the present estimates to be assured that these estimates will hold.

We have made estimates of the Smith Point crossing on so many different schemes that the matter is now in a state of complete confusion. We will start over with an estimate on the Smith Point crossing under the following assumptions:

1. The structure will parallel the railroad bridge far enough away to clear the railroad's swing span. No decision has yet been made as to whether the line would be upstream or downstream, but this should make no difference in the cost estimates for the bridge.

2. The bridge will be H20-S16 loading with a 30-foot roadway, 1½-foot curbs, concrete-barrier-type rail with pipe upper-rail member.

3. Total length of structure to provide 4,200 feet of waterway.

4. Horizontal clearances the same as the present railroad bridge and opposite one opening of the railroad drawspan. Vertical clearance 45 feet at M.L.L.W. in the closed position. The drawspan to be vertical-lift type giving 75 feet of clearance in fully open position.

5. The tangent grades of the vertical curve over the bridge are to be 3 percent.

6. The elevation of the level grade on each side of the vertical curve is to be 25 feet USC and GS datum.

Please get these estimates out as soon as possible.

GSP:gm
cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

G. S. Paxson

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OCT [illegible] 1958
FOR FILING
4-F-113 (10)
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Cross Referenced To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1958

SUBJECT: Estimate--Crossing of Youngs Bay at Smith Point

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

On August 3, 1954 an estimate was made for a crossing of Youngs Bay at Smith Point downstream from the existing railroad bridge. This estimate was based on 4,065' of bridge, which includes a 265' lift span. The grade line was 12' higher than the existing Youngs Bay Bridge with a 26' roadway and one sidewalk.

The estimate in our bridge files shows a total cost, including 12½% for contingencies and 5% for engineering, of $2,390,000. However, I believe in the compiling of the data by the Traffic Department that this figure was increased to $2,600,000.

The above estimate is based on a bridge on the AF section of the AFG line indicated on a map accompanying the Traffic Department's report.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

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P. M. STEPHENSON

2

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APR 11 1958
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Cross Referenced To:
Const
Bridge
Gen

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Files

STATE HIGHWAY COMMISSION MEETING

Delegation Warrenton C of C and others, re Youngs Bay Bridge

Date February 28, 1958

Time 10:45 a.m.

	Name	City or Town	Capacity
1	E. R. Baldwin (spokesman)	Warrenton	City Mgr.
2	Forrest Vaughn	Astoria	Chrm, Hwy. Transportation Comm. C of C
	John Sheppard	Warrenton	Pres., C of C
	C. E. Wade	"	City Commissioner
3	Wayne Sampson	"	Jr. C of C

The Clatskanie Chief

CLATSKANIE, COLUMBIA COUNTY, OREGON, FRIDAY, FEBRUARY 14, 1958 NUMBER 25

Crowd Urges Continued Fight for "30"

Keep up the fight for continued orderly improvement of the 40 year old sections of the Lower Columbia highway 30 was the decision of approximately 300 persons interested in the Lower Columbia highway at a mass meeting Tuesday night at the Rainier grade school.

The unanimous decision to keep up the fight came at the conclusion of a two and one-half hour meeting that saw representatives from Seaside, Astoria, Brownsmead, Knappa-Svensen, Bradwood, Wauna, Westport, Woodson, Marshland, Clatskanie, Delena, Rainier, Vernonia, Goble, Quincy, Clifton, Portland, St. Helens and Scappoose and way points in attendance.

Registration books signed by those in attendance showed representatives of private businesses, large firms, the Columbia county Labor Council, various city governments and service clubs, the Marshland Grange, Columbia county Pomona Grange, Clatskanie Farm Bureau, IWA-CIO local Union 5-32, CUHS PTSA, AFL local 2859, and other organizations.

Letters Urged

A motion submitted by Ed Con-

association and others interested spoke, telling the crowd of the history of the work, recent developments, the various facts of the problem facing the association in the effort to achieve continued work on the Lower Columbia river highway, and benefits that will accrue from an improved highway 30.

Association Story Told

Art Steele, president of the Lower Columbia Highway Association, opened the program telling the history of the highway association and its work. He outlined the highway commission's districting of the state into five districts, explained the boundaries of district two and the division of funds to the districts. District funds are further divided into separate funds with funds for interstate highways, primary highways, secondary highways, urban, forests etc., it was explained.

Purpose of the Lower Columbia Highway 30 association and the purpose of the meeting, he said, was to work for the completion of highway 30 on those portions of the road that have not been touched, except for some shoulder widening, for the past

county, east to the Cascade summit and West to Silverton, Woodburn, Newberg, McMinnville and then north to Elsie, east to Goble and then west to the coast it was pointed out that the Youngs Bay bridge would cripple primary highway work throughout that area.

Important to Area Development

After the opening remarks, Wayne Bell, editor of the St. Helens-Sentinel-Mist spoke emphasizing that possibly one of the great reasons for lack of development of the Lower Columbia area is the lack of a good highway.

The big growth of Portland, he said, is in the northwestern section closest to the Lower Columbia area and a good highway he said would make expansion into the Lower Columbia possible.

He also pointed out that the Lower Columbia could be one of the great routes to the coast attracting both trucking and tourist traffic.

What is being asked, he said, is for the state to complete the road that according to state figures would pay for itself.

A modernized highway 30 he emphasized is important for industry and tourism to the Lower

NOTED

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Registration books signed by those in attendance showed representatives of private businesses, large firms, the Columbia county Labor Council, various city governments and service clubs, the Marshland Grange, Columbia county Pomona Grange, Clatskanie Farm Bureau, IWA-CIO local Union 5-32, CUHS PTSA, AFL local 2859, and other organizations.

Letters Urged

A motion submitted by Ed Condit at the meeting's end provided that all present write a letter to the governor and highway commissioners urging re-evaluation of the Lower Columbia 30 work and the proposed Youngs Bay project in light of recent statistics. The motion also called for an appearance before the highway commission in the near future.
proved highway 30.

The motion was unanimously passed with no dissenting vote from the crowd representing the entire lower Columbia river area.

Prior to the formal motion to continue the fight, officials of the Lower Columbia Highway 30 association and others interested spoke, telling the crowd of the history of the work, recent developments, the various facts of the problem facing the association in the effort to achieve continued work on the Lower Columbia river highway, and benefits that will accrue from an improved highway 30.

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Purpose of the Lower Columbia Highway 30 association and the purpose of the meeting, he said, was to work for the completion of highway 30 on those portions of the road that have not been touched, except for some shoulder widening, for the past 40 years.

He emphasized that it has taken approximately seven years to get approval of about $4 million of work for the Lower Columbia in both districts 1 and 2.

The Smith Point bridge, which the highway commission now favors but definitely not scheduled, it was emphasized, would take all of District 2 money for primary highways in division two for two years. With the district including a large area bounded roughly from the Columbia river south to Yachats, then east to Junction City and Cascadia, then north to Marion county, east to the Cascade summit and West to Silverton, Woodburn, Newberg, McMinnville and then north to Elsie, east to Goble and then west to the coast, it was pointed out that the Youngs Bay bridge would cripple primary highway work throughout that area.

Important to Area Development

After the opening remarks, Wayne Bell, editor of the St. Helens-Sentinel-Mist spoke emphasizing that possibly one of the great reasons for lack of development of the Lower Columbia area is the lack of a good highway.

The big growth of Portland, he said, is in the northwestern section closest to the Lower Columbia area and a good highway he said would make expansion into the Lower Columbia possible.

He also pointed out that the Lower Columbia could be one of the great routes to the coast attracting both trucking and tourist traffic.

What is being asked, he said, is for the state to complete the road that according to state figures would pay for itself.

A modernized highway 30 he emphasized is important for industry and tourism to the Lower Columbia.

Highway 30 Traffic Increasing

Kent Magruder, Marshland, reported on recent traffic counts and the trend of traffic in the Lower Columbia area and in the Youngs Bay bridge area. He said that while state-wide traffic has been showing an increase of 7.7 percent traffic in the Lower highway 30 area has been increasing at a faster rate than that while traffic in the Youngs Bay area of highway 101 where the proposed

Continued on Page 8

30 FIGHT CONTINUES

(Continued from page 1)

Smith Point bridge is to be located has been showing a general decrease from previous years.

Citing state highway department traffic count figures Magruder pointed out that in the past few years the traffic at the Rainier counter, located just west of the Parkdale road, has recorded an increase of nine per cent in the last three years. The December 1957 count at the same location was up 13.6 percent of the previous year. Average daily traffic count at that station is 1613 cars.

An increase of 8.3 percent in daily traffic count has been recorded since 1953 at the permanent counter at the Clatsop-Columbia county line. Magruder cited highway department figures for 1953-54-55 when the average daily county was 1200 cars. In 1956 the average daily count rose to 1250 and to 1300 in 1957 "This increase is despite the closure of the Westport mill in 1955 which could have been ex-

time it has been learned from the highway commission that the project is not definitely programmed.

Astorian Speaks

Nick Kussman, a long time resident of Astoria, spoke on benefits of the Lower Columbia improvement. He cited the importance of the tourist dollar and that all benefit. To get tourists, he said, the area must have scenery and historic interest and the Lower Columbia area has it. The area, though, is not getting its share because of the poor roads (noticeably lower highway 30) to the coast. He stated that he believes modernization of 30 would double or tripple tourist traffic to the area.

Kussman acted as spokesman for a sizeable delegation of Astorians in attendance. He said hundreds of people in Astoria favor early completion of highway 30 but many Astorians are afraid to speak publicly for business reasons.

Comparing the Smith Point bridge to the alternate Lewis and Clark route, Kussman emphasized that a brand new road from

clear back to the middle west. Safety should be stressed.

Mrs. John Holmes, Westport: Westport school students are transported to Clatskanie over the route. The stretch just west of Clatskanie is extremely dangerous.

Ed Condit reported a remark made to him by Guy Phelps of the treating plant at Wauna. Because of the roads it is impossible to get poles in or out by highway of sufficient length to compete with competitive firms. Condit reported that he was told that it is vital to the Wauna firm to be able to receive and ship poles by highway in excess of 70 feet which cannot be done on the present route because of the curves on lower 30.

Howard Keister, Knappa, representing people of Knappa and Brownsmead Grange: The people he represents can with clean hands and clear conscience plead for completion of Lower 30 on the grounds of industrial development and safety. He reported Clatsop Pomona Grange is supporting 30.

Frank Long, IWA-CIO Local Union 5-32, Bradwood, represen-

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west of the Parkdale road, has recorded an increase of nine per cent in the last three years. The December 1957 count at the same location was up 13.6 percent of the previous year. Average daily traffic count at that station is 1613 cars.

An increase of 8.3 percent in daily traffic count has been recorded since 1953 at the permanent counter at the Clatsop-Columbia county line. Magruder cited highway department figures for 1953-54-55 when the average daily county was 1200 cars. In 1956 the average daily count rose to 1250 and to 1300 in 1957 "This increase is despite the closure of the Westport mill in 1955 which could have been expected to have decreased traffic, especially that of the local variety," Magruder emphasized.

In contrast to the Lower Columbia traffic count increases Magruder cited figures of decreases in the Young Bay area. At the Lewis and Clark bridge the average daily count in 1956 was 7800 and in 1957 it was down to 7300, a decrease of 6.4 percent. At Miles Crossing 1957 average daily count was 4800, down 9.4 per cent from 1956's 5300 count.

These decreases in the Youngs Bay area are despite a 1954 statement by R. H. Baldock, then state highway engineer, that there would be a big increase in traffic in the area and which undoubtedly brought on his support of the Youngs Bay bridge project after previously favoring a Lewis and Clark route.

Steele further expressed the dangers posed by the bridge to further work in other areas of the division.

Money for district 2 primary highways for the two year period totals $2,926,000 he said. This money is for work on all primary highways in the district, such as Lower 30. 101, Sunset, Tillamook-Forest Grove, Ocean Lake-McMinnville. Nerport-Albany, Waldport-Corvallis, etc. Construction of Smith Point would leave nothing for any of these roads for two years, he said.

A four lane Smith Point bridge would cost $8.053,800.

He pointed out that the Smith Point bridge would cost $3½ million more than the alternate Lewis and Clark route. The $3½ million he said would build the Clatskanie-Westport, Goble, Big Creek and Wauna-Westport sections according to cost estimates of the state highway commission. He said no cost estimate is available on re-routing the Rainier hill.

In explaining the position of the Lower Columbia Highway association, Steele said it is willing to accept an orderly progress toward repairs to roads throughout the district and stated that the association feels that the 40 year old roads that have not been improved in the Lower Columbia qualify for as immediate attention as any in the state.

In emphasizing the necessity of delaying the Smith Point project he stated that Commissioner Bob Chessman has stated the Smith Point bridge was definitely programmed. Since that he said, the area must have scenery and historic interest and the Lower Columbia area has it. The area though, is not getting its share because of the poor roads (noticeably lower highway 30) to the coast. He stated that he believes modernization of 30 would double or tripple tourist traffic to the area.

Kussman acted as spokesman for a sizeable delegation of Astorians in attendance. He said hundreds of people in Astoria favor early completion of highway 30 but many Astorians are afraid to speak publicly for business reasons.

Comparing the Smith Point bridge to the alternate Lewis and Clark route, Kussman emphasized that a brand new road from Gearhart to Astoria via Lewis and Clark avlley would cost $3½ million less than the Smith Point bridge according to engineers' estimates. Increased cost might make the difference now about $5 to $6 million he stated.

Kussman said another reason that the Smith Point bridge is not advisable is that now with the present route, much of the through traffic now goes over Astoria's 7th Street hill by-passing the congested west Astoria section. Smith Point would force the traffic through the congested areas.

The Lewis and Clark road as compared to the Smith Point bridge is shorter and would have about 70 less side roads coming into it, Kussman said.

"Why is Astoria in favor of Smith Point?" Kussman emphasized that Astoria is not but a few are trying to benefit at public expense to permit easier travel to homes in the area that would be served by the Smith Point bridge.

After earlier plans of a high bridge, present plans now call for a two lane drawbridge with 35 feet clearance. If constructed the Smith Point bridge would have to be open twice as much as the present Young River bridge due to the fact that the Smith Point Bridge would also have to accomodate Lewis and Clark river traffic.

"Let us do everything possible to complete highway 30 and then build a sensible road on terra firma via the Lewis and Clark valley," Kussman urged in closing his remarks.

Highway Key to Development

Frank Harrington, Portland attorney for the Oregon Motor Court association followed Kussman on the program. He said Lower 30 has a reputation in Portland as one of the most miserable roads in Oregon because of the horrible curves. The general attitude is that there is no sense in taking the road after dark. The natural industrial future of Oregon, Harrington said, is along the Columbia river. the highway must be improved.

Short Comments

In addition to the above speakers, several made brief comments as all were given an opportunity to speak, a few only spoke thusly:

Clint Anderson, Delena: Lower 30 is known as a horrible road to get poles [illegible] of sufficient length to compete with competitive firms. Condit reported that he was told that it is vital to the Wauna firm to be able to receive and ship poles by highway in excess of 70 feet which cannot be done on the present route because of the curves on lower 30.

Howard Keister, Knappa, representing people of Knappa and Brownsmead Grange: The people he represents can with clean hands and clear conscience plead for completion of Lower 30 on the grounds of industrial development and safety. He reported Clatsop Pomona Grange is supporting 30.

Frank Long, IWA-CIO Local Union 5-32, Bradwood, representative to the Portland Council: reported that slides and high water over the road delays workers going to work at the mill from Clatskanie-Westport areas and are costly to industry and labor. Commenting on recent Astoroa statement that the Lower Columbia Highway 30 association in going before Astoria chamber to ask support of earlier chamber pledge for completion of highway 30 was in effect giving Astoria a knife to cut its own throat, Long commented: "We din't go there to give them a knife; we went to have them pull it out of our backs."

Forrest Bradley, Clatskanie: Highway just west of Clatskanie has been caving away for years. Someday will go out all together. Dangerous for school busses.

Les Odle, Rainier: Lower Columbia highway should be made a political issue.

Should Fight Continue?

When questioned: Do we want to fight or do we let Smith Point go ahead the following comments came from the audience:

John Whipple, Columbia county judge, emphasized that the fight should be carried on. It isnt' lost yet and Youngs Bay hasn't been settled. He urged that all write to the governor and to the state highway commission. We have much to say concerning the importance of fixing Lower 30, Judge Whipple said.

Henry Maling, Westport: "There has been nothing new on the old sections of the road but a yellow line and sometimes it is hard to stay on the right side of it because the roads are so narrow. Let's fight," Maling urged.

Clarence Hanson, Clatskanie: stated that officials of the Point Adams Packing [illegible] Hamond, with which he is associated, have told him that their operations would benefit more from an improved highway 30 than from the Smith Point [illegible]

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Cross Referenced To:
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Bridges
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Salem, Oregon
January 31, 1958

Proposed Youngs Bay Bridge

Mr. W. C. Williams

The Warrenton Chamber of Commerce has an appointment with the Highway Commission on February 28 concerning the Youngs Bay Bridge. I am attaching hereto a map showing the location which is favored by our Engineering Department which you will notice is entirely upstream from the railroad bridge. I am also attaching a copy of the estimate of cost for the section between Smith Point and Newtons Corner. You will note that this amounts to practically $4,300,000. In the road estimate there are two items for the Newtons Corner interchange and the Newtons Corner structure amounting to about $96,000 net. With contingencies, these would run to around $115,000 and, since they would not be built as a part of this project, we can say that the estimated cost is $4,185,000.

You will note also that about a quarter million dollars of this amount represents changes to the airport.

The location of the line is now under way. We have done some preliminary work on the structure, enough to make a type selection, but have done no detailed design.

GSP:gm
Attach.

G. S. Paxson

cc Mr. Tom Edwards

RECEIVED
MAR 5 - 1958
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Nehalem,Oregon
January 20th,1958

REFERRED TO
Cooper
By State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

Mr W.C.Williams
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem,Oregon

Dear Mr Williams:

687

Attached is a copy of a letter written by Mr Francis E.Harrington,attorney, to Nick Kussman who owns the Bayside Motel just south of the highway offices and maintenance quarters near Smith Point in Astoria.

Recently ,I talked with Mr Hall ,Resident Engineer,at Astoria and he told me of investigations for a route on the south of the S P & S tracks.I believe that it was Mr Hall.Also, told me Harrington that the Highway Commission had held a hearing in Astoria re change of route and that 90% present favored the Warrenton route.He said that the hearing was packed by Warrenton people.Seems that it might have been as Mr Baldwin is really an organizer but each side had the same opportunity.

As to the traffic count,I told Mr Harrington,that another count would only give two answers and with two answers,which would be right.

My impression is that Mr Harrington ,while he gets a fee out of it,is not too enthusiastic about he case and hopes that his letter will convince Mr Kussman to drop it.

I have no interest in the case whatever but have been rather pushed into it by Mr Kussman in his trying to get the Nehalem Bay Expansion Association to back his project.This,I advised them not to do as we had our own projects to push.I told Mr Harrington this and that I had not and would not accept any fee of any kind in the matter.

There is a growing feeling that Astoria is getting more that it's share of the available funds when they are getting the Youngs Bay Bridge.Have heard mentioned that all the heavy expenditures on Highway # 30 as well as Sunset are for benefit of Astoria as well as other sections.Everyone feels that the Columbia River Bridge willbe financed before too long and that the expenditures on the highways are a benefit to Astoria and the trans Columbia Bridge is their big project and that they should let funds go to other sections.Mention has been made that the route through Warrenton is a local matter concerning Warrenton and Astoria alone and that it would not materially save distance or time on the through as well as Seside travel. One county judge mentions this.

Yourstruly,

JMScott
J.M.Scott

PS: It is noted in the newspapers that the Commission authorized Mr Armstrong State Parks Engineer, to approve the agreement for the Nehalem Bay Flight Strip. The project for grading and surfacing is to be let by Department of Finance and Administration on February 10th,

JMS

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FORREST COOPER

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MAR 5 - 1958
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REFERRED TO
Cooper
By State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

Nehalem,Oregon
January 20th,1958

Mr W.C.Williams
State Highway Engineer
Oregon State Highway Department
~~State Highway~~ Building
Salem,Oregon

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I have no interest in the case whatever but have been rather pushed into it by Mr Kussman in his trying to get the Nehalem Bay Expansion Association to back his project.This,I advised them not to do as we had our own projects to push.I told Mr Harrington this and that I had not and would not accept any fee of any kind in the matter.

There is a growing feeling that Astoria is getting more that it's share of the available funds when they are getting the Youngs Bay Bridge.Have heard mentioned that all the heavy expenditures on Highway # 30 as well as Sunset are for benefit of Astoria as well as other sections.Everyone feels that the Columbia River Bridge willbe financed before too long and that the expenditures on the highways are a benefit to Astoria and the trans Columbia Bridge is their big project and that they should let funds go to other sections.Mention has been made that the route through Warrenton is a local matter concerning Warrenton and Astoria alone and that it would not materially save distance or time on the through as well as Seside travel. One county judge mentions this.

Yourstruly,

J.H.Scott

PS: It is noted in the newspapers that the Commission authorized Mr Armstrong State Parks Engineer, to approve the agreement for the Nehalem Bay Flight Strip. The project for grading and surfacing is to be let by Department of Finance and Administration on February 10th,

JHS

NOTED
FORREST COOPER

RECEIVED
MAR 5 - 1958

FOR FILING
4-F-11-(M)
12-31

Nehalem,Oregon
January 20th,1958

REFERRED TO
Cooper
By State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

Mr W.C.Williams
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem,Oregon

Dear Mr Williams:

687

Attached is a copy of a letter written by Mr Francis E.Harrington,atterney, to Nick Kussman who owns the Bayside Motel just south of the highway offices and maintenance quarters near Smith Point in Astoria.

Recently ,I talked with Mr Hall ,Resident Engineer,at Astoria and he told me of investigations for a route on the south of the S P & S tracks.I believe that it was Mr Hall.Also, told me Harrington that the Highway Commission had held a hearing in Astoria re change of route and that 90% present favored the Warrenton route.He said that the hearing was packed by Warrenton people.Seems that it might have been as Mr Baldwin is really an organizer but each side had the same opportunity.

As to the traffic count,I told Mr Harrington,that another count would only give two answers and with two answers,which would be right.

My impression is that Mr Harrington ,while he gets a fee out of it,is not too enthusiastic about he case and hopes that his letter will convince Mr Kussman to drop it.

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Yourstruly,

Scott
J.M.Scott

PS: It is noted in the newspapers that the Commission authorized Mr Armstrong State Parks Engineer, to approve the agreement for the Nehalem Bay Flight Strip. The project for grading and surfacing is to be let by Department of Finance and Administration on February 10th,

JMS

NOTED
FORREST COOPER

FRANCIS E. HARRINGTON
ATTORNEY AT LAW
914 CASCADE BUILDING
520 S. W. SIXTH AVENUE
PORTLAND 4, OREGON

CAPITOL 2-1826

January 16, 1958

Mr. Nick Kussman
1033 Exchange Street
Astoria, Oregon

Dear Nick:

Mr. J. H. Scott came to my office today and is with me as this letter is dictated.

Mr. Scott believes that the latest plan of the State Highway Commission is to construct the bridge across Young's Bay at a point immediately south and east of the railroad bridge. The original plan of which we have the sketch shows the road crossing the railroad line immediately south of Young's Bay and crossing it again in the vicinity of Smith Point. The road sketch by Mr. Scott shows the newly proposed road as bearing eastward immediately south of the railroad in the vicinity of the airport and staying south and east of the railroad line and bridge across the Bay to Astoria. It will cross one of the runways of the Clatsop Airport and instead of being an 85 foot clearance is now planned for a draw bridge with a 35 foot clearance. If this road is followed, it would mean an interchange substantially east of Smith Point which would place the interchange not very far west of your motel on Bayshore Road.

Mr. Scott says he believes that you can get information about this proposed change from Mr. Hall, the resident engineer at Astoria, and suggests that you contact him to determine how far along the new proposal has been carried and whether, in Mr. Hall's opinion, the proposed change will be adopted by the State Highway Commission.

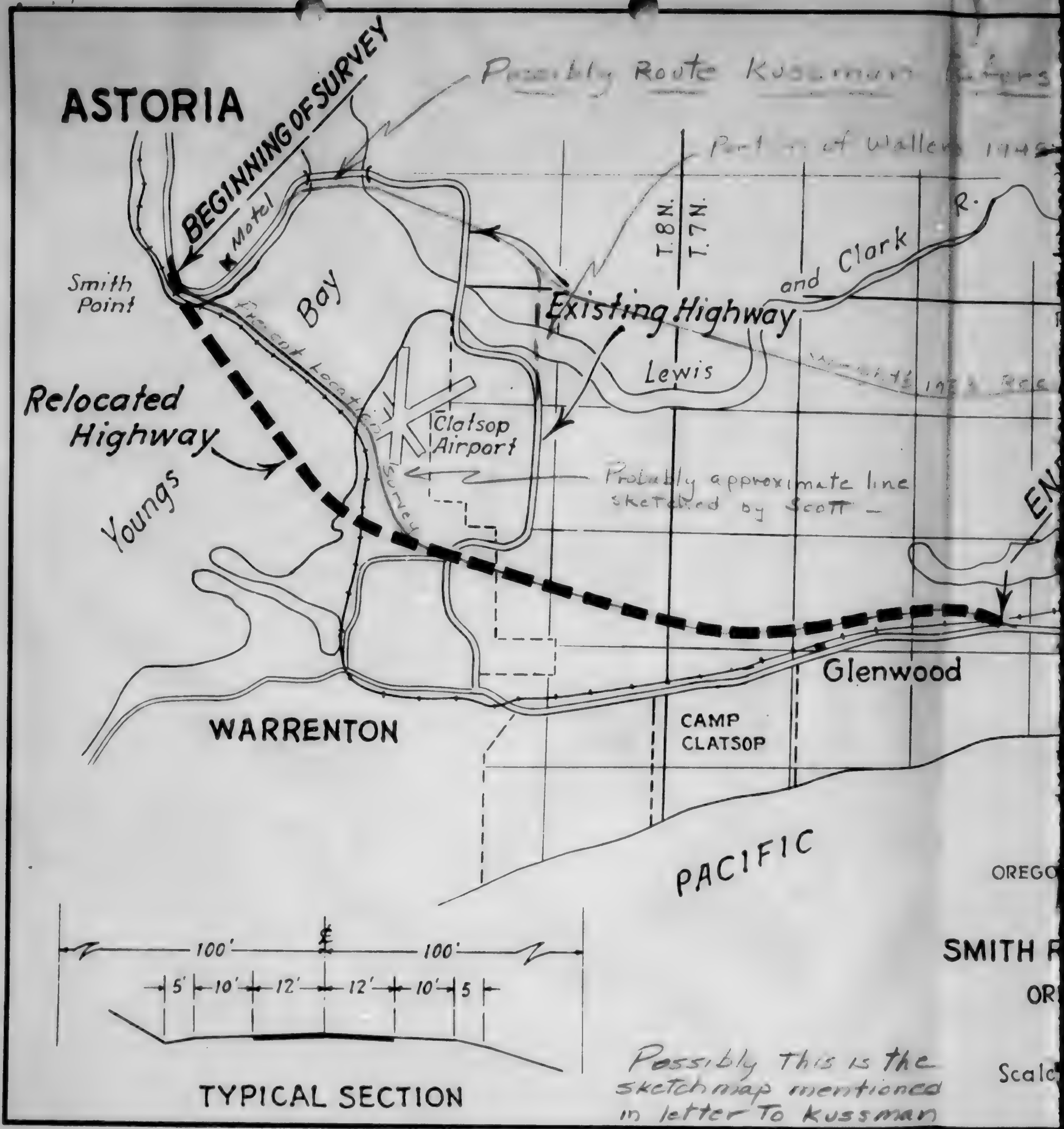
We discussed at length the problem of traffic counts and came to the conclusion that little is to be gained by challenging the traffic counts because they always involve a margin of error which can never be eliminated unless there is a 24-hour count made by individuals who actually observe the particular vehicles using the road and are qualified to express an opinion whether the vehicle is loaded or unloaded.

When you have visited with Mr. Hall, please let me know the results of your interview.

Very truly yours,

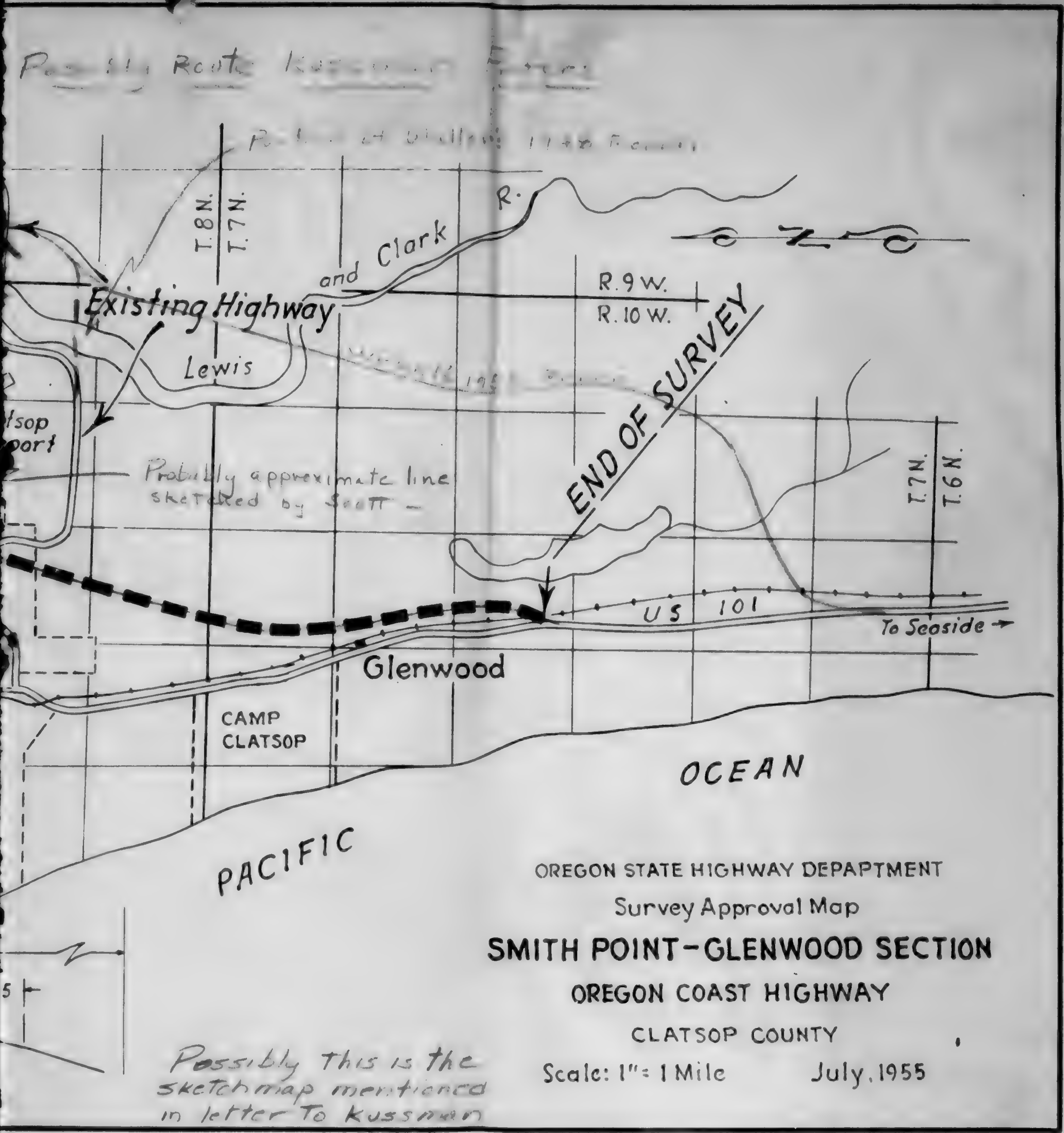
FRANCIS E. HARRINGTON

FEH:gm



Possibly This is the sketch map mentioned in letter To Kussman

1R-5-751



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SMITH POINT-GLENWOOD SECTION

OREGON COAST HIGHWAY

CLATSOP COUNTY

Scale: 1" = 1 Mile July, 1955

Possibly this is the sketchmap mentioned in letter to Kussman

RECEIVED
OCT 31 1955
FOR FILING

4-F-1R (14)

1-197

Cross Referenced To:

October 25, 1955

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Attention: Mr. T. W. Ragsdale

Dear Sir:

Our sign shop has been overloaded getting out signs for the new sections of highways that we have been opening. They have now promised us delivery on the Youngs Bay tide gauges within the next few days, and we hope to have them up next week. We will get pictures of these gauges for you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[redacted]

cc Mr. H. W. Hughlett

NOTED
G. S. PAXSON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

October 21, 1955

REFER TO FILE
NO.

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant Highway Engineer

Gentlemen:

This letter is written to inquire if any progress has been made in the matter of the installation of the tide gages, which were to be installed on the Youngs Bay highway bridge near Astoria, Oregon.

It is desired to furnish to higher authority, information on the type of gages installed, and the benefit derived in reduction of bridge openings occasioned by the gages. It is also proposed to secure the views of the towboat interests after they have been in use for a short period, but to date no information has been received concerning the progress of the work.

Advice as to what has been accomplished to date will be appreciated.

Very truly yours,

T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

RECEIVED
OCT 25 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
SEP 14 1955
FOR FILING

Cross Referenced To:

September 13, 1955

Mr. R. J. Bettendorf, Manager
The Port of Astoria
Smith Point
Astoria, Oregon

Dear Sir:

Reference is made to your letter of September 6 concerning the amendment to the bridge regulations governing the Youngs Bay Bridge at Astoria and its effect upon your tug "S. W. Lovell."

At the hearing in Astoria and in all subsequent discussion with the Army Engineers, the requirement for the removal of fixed-cargo masts and booms in passing through the Youngs Bay Bridge was not contemplated. I am not sure just how this new regulation will be enforced, but it is my understanding that the requirements for lowering of appurtenances of vessels refers primarily to radio antenna and masts supporting navigation lights and the radio antenna. In tabulating the vessels using the Youngs Bay Bridge span and their superstructure heights, the "S. W. Lovell" was not one of the vessels that we included in those in which revision was practicable.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. R. M. Smith

NOTED
G. S. PAXSON

COMMISSIONERS:
WM. R. MANION, PRESIDENT
RUSSELL FLUHRER, VICE-PRESIDENT
F. L. WRIGHT, SECRETARY
J. D. WATERHOUSE, TREASURER
ALBERT E. RISSMAN
RICHARD J. BETTENDORF, GEN. MANAGER

The Port of Astoria

Telephone 2620
Smith Point, Astoria, Oregon

September 6, 1955

Oregon State Highway Department

Salem, Oregon

Gentlemen:

It is noted that a new amendment to the bridge regulations governing the Youngs Bay Bridge at Astoria goes into effect September 16, 1955. This amendment states that this bridge is not required to open for vessels habitually using the waterway carrying appurtenances unessential for navigation which extend above the normal superstructure.

Since early 1946 the Port of Astoria has maintained a moorage for its dredge "NATOMA" and attendant equipment upstream from the bridge. Our tug "S. W. LOVELL" is berthed at this moorage and transports supplies and materials from the Port Dock to the moorage. The tug has a cargo mast extending 55 feet above the water line and is equipped with a five ton capacity cargo boom. It is impractical to remove the mast for each trip thru the bridge. While the dredge is idle and at its moorage, the tug will average about one round trip a week thru the bridge.

We understand that the enforcement of this amendment would not apply to our tug but we would appreciate official confirmation of such or request an inspection be made by the Corps of Engineers to adjust any difference of opinion.

Very truly yours,

PORT OF ASTORIA

R. J. Bettendorf

R. J. Bettendorf
Manager

RJB:hm

RECEIVED
SEP 7 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
AUG 30 1955
FOR FILING

Salem, Oregon
August 29, 1955

Mr. I. A. De France

Enclosed are two duplicate copies of a communication from T. W. Ragsdale, Chief, Operations Division, Corps of Engineers, U. S. Army, transmitting copies (eight enclosed) of amended regulations which apply to the drawbridge crossing Youngs Bay on US101 near Astoria, issued by the Assistant Secretary of the Army.

You will note that the revised regulations require all water borne craft, which regularly or frequently pass through the drawbridge, to revise or rearrange certain appurtenances not necessary for navigation, to the end that these same appurtenances shall be lowered when passing under the Youngs Bay Drawbridge without requiring an opening of the drawspan to accommodate them.

The Corps of Engineers has requested us to report any navigator who fails to comply with the regulations, following which an investigation will be made by the Corps of Engineers to determine whether or not the regulations should apply to that specific watercraft.

W. W. Stiffler

WWS:er

Enclosure

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS. U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

August 25, 1955

REFER TO FILE
NO. NPP 823.01(Youngs Bay)-1

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Supplementing our letter of August 16, 1955, there are inclosed 10 copies of the amended regulations governing the operation of the Youngs Bay highway bridge near Astoria, Oregon. A copy of the regulations should be posted on each side of the bridge in such manner that it may be easily read. The remainder may be distributed as you desire.

It will be noted that the amendment was approved July 19, 1955, instead of July 15 as stated in our previous letter. It was published in the Federal Register on August 16, 1955, and will become effective September 16, 1955.

Referring to the matter of the inverted gages which it is understood are being installed on the Youngs Bay bridge, it would be appreciated if you could furnish this office with 6 or 8 photographs of a gage in place. They are desired for information to be supplied to the Department of the Army.

Very truly yours,

TWRagsdale
T. W. RAGSDALE
Chief, Operations Division

Incl
Notice of Mod.
(10 copies)

RECEIVED
AUG 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
SEP 9 1955
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUAL)

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

REFER TO FILE
NO.

August 16, 1955

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. R. H. Baldock, Highway Engineer

Gentlemen:

Reference is made to your letter of January 24, 1955, requesting a modification of the regulations governing the operation of the State highway bridge crossing Youngs Bay near Astoria, Oregon.

This is to inform you that the requested modification requiring the hinging of masts and appurtenances unessential for navigation has been approved on 15 July 1955.

Your request for closed periods was denied on the basis of a finding that the closed periods would impose a substantial burden on navigation without appreciable benefits to vehicular traffic and are not deemed to be in the best public interest at this time.

A copy of the above stated modification is attached for your files.

Very truly yours,

Francis G. McBride
FRANCIS G. McBRIDE, LT. COL. CE
EXECUTIVE OFFICER, FOR:

J. U. MOORHEAD
Colonel, Corps of Engineers
District Engineer

Incl
Modification

RECEIVED
AUG 1 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. S. PAXSON

PART 20 -- BRIDGE REGULATIONS

MISCELLANEOUS AMENDMENTS

Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), section 203.740 is hereby amended by the addition to paragraph (b) of a clause providing that the Oregon State Highway bridge across Youngs Bay at the Foot of Fifth Street, Astoria, Oregon, shall not be required to open for vessels habitually using the waterway carrying appurtenances unessential for navigation which extend above the normal superstructure, as follows:

203.740 Youngs Bay, Walluski River, Lewis and Clark River, Skipanon River, John Day River, Blind Slough, and Clatskanie Creek, Oregon.; bridges.

(a) * * *

(b) The bridges listed in paragraph (a) of this section shall be opened for the passage of vessels or watercraft of any kind upon prescribed signals being given on any form of whistle, horn, siren or trumpet, or upon verbal request of the person in charge of such vessel or watercraft except that the draw of the highway bridge across Youngs Bay at the Foot of Fifth Street, Astoria, Oregon, shall not be required to open for vessels habitually using the waterway carrying appurtenances unessential for navigation which extend above the normal superstructure, unless such vessel has in tow a vessel which is unable to pass under the closed draw. Military masts shall be considered as a part of the superstructure.

NOTE: On request, the District Engineer, Corps of Engineers in charge of the waterway, will cause an inspection to be made of the superstructure and appurtenances of a vessel habitually frequenting the waterway with a view to adjusting any differences of opinion in this matter between the vessel and the bridge owner.

* *

Approved: JUL [illegible] 1955

George H. Roderick

George H. Roderick
Assistant Secretary of the Army (CMA)

RECEIVED
MAR 4 1955
FOR FILING

March 4, 1955

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Drawbridge Operating
Rules at Astoria

Dear Sir:

Reference is made to your letter of March 1 concerning modifications of the operating rules for the Youngs Bay drawbridge.

The draft of the additional paragraph which you propose for consideration in the operating rules for the Youngs Bay drawbridge is satisfactory to us. We see a possibility, however, of considerable argument as to whether a vessel "habitually" uses the waterway. From our record of openings on this structure, it would appear that, if a vessel which causes more than an average of one opening per month is considered a habitual user, this provision would very well cover the craft causing the most interruption of traffic.

With reference to the closed period, while we would appreciate the additional time proposed in my letter of January 24, we believe that the condition can be very materially helped if we could have the period in the morning and evening when motorists are going to work and returning to their homes. This would be from 7 to 8:30 A.M. and from 4:30 to 6 P.M. This would give 1½ hours for each of the closed periods.

In this same area we have the bridge over the Lewis and Clark River which carries the same highway as the Youngs Bay bridge. Navigation is considerably more infrequent on the Lewis and Clark River as we had only 972 openings in 1953, as compared with 2,338 openings at Youngs Bay in the same year. The Lewis and Clark River bridge has approximately 5 feet less vertical clearance than the Youngs Bay bridge. The vessels habitually operating in the Astoria area have fixed heights of 19 feet or less, so that with the same provisions as are proposed for Youngs Bay, a large percentage of the openings at Lewis and Clark would be eliminated.

We would be very appreciative of a hearing on this matter at any time convenient to your office. The time suggested between April 1 and April 22 is as convenient as any for us.

Very truly yours,

GSP:gm
cc P. M. Stephenson

R. H. Baldock
State Highway Engineer

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

March 1, 1955

REFER TO FILE

NO.

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Reference is made to your letter of January 24, 1955, requesting a modification of the regulations governing the operation of the State highway bridge crossing Youngs Bay near Astoria, Oregon.

Considerable research and study has been given to the question of modifying the regulations for this bridge and as a result it appears that the addition of the following paragraph to the present regulations would result in considerable savings in the operation of Youngs Bay bridge through reduction in the number of openings required. The additional paragraph proposed would be substantially as follows:

> "Except that the draw of the highway bridge crossing Youngs Bay shall not be required to open for vessels habitually using the waterway which carry appurtenances unessential for navigation which extend above the normal superstructure, unless such vessel has in tow a vessel which is unable to pass under the closed draw. Masts of military vessels shall be considered as part of the normal superstructure.
>
> "Note: On request the District Engineer, Corps of Engineers, in charge of the waterway, will cause an inspection to be made of the superstructure and appurtenances of a vessel habitually frequenting the waterway with a view to adjusting any differences of opinion in this matter between the vessel owner and bridge owner".

Concerning the matter of closed periods for the bridge, which was the subject of your letter of February 9, 1955, this will also be discussed at the hearing. It appears, however, that a 3-1/2 morning period and 3 hour afternoon period are rather excessive. In the Portland harbor the maximum closed period is 1-3/4 hours and of course traffic is much heavier than in Youngs Bay both for land and highway traffic. It appears that a 1 to 1-1/2 hour period would be adequate for peak traffic periods around 7:00 to 8:00 A.M. and 5:00 to 6:00 P.M. It is believed there would be considerable objection to periods longer than 1-1/2 hours. Your views on the exact time for each of the closed periods will be appreciated.

Your comment is desired concerning the above changes in the regulations prior to issuance of the notice of public hearing. Your views concerning an agreeable date some time between April 11 to 22 for the hearing, will also be appreciated.

Very truly yours,

J. U. Moorhead

J. U. MOORHEAD
Colonel, Corps of Engineers
District Engineer

RECEIVED

RECEIVED
FEB 11 1955
FOR FILING

February 9, 1955

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Youngs Bay Bridge
at Astoria

Dear Sir:

In answer to your letter of February 4, I am attaching hereto a print showing the hourly traffic volume across the Youngs Bay Bridge near Astoria. These traffic volumes are segregated into northbound and southbound traffic for the period between 6 A.M. and 10 P.M. on Thursday, February 25, 1954. This traffic is representative of the wintertime traffic. During the summer months tourist traffic will increase the volume during the mid-day period more than it will increase the peak volume, so that the peaks in the traffic volume will not be relatively as great as shown on this graf.

It would materially decrease traffic congestion if closed periods from 6 A.M. to 9:30 A.M. and 4 P.M. to 7 P.M. could be established.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
GSP:gm
cc P. M. Stephenson

RECEIVED

FOR FILING

THE DISTRICT ENGINEER

(NOT TO INDIVIDUALS)

NPPVE

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

February 8, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Your letter of January 24, 1955, concerning bridge operations at Youngs Bay, Oregon, proposes that bridge regulations be revised to require certain vessel owners to provide hinged masts, antennas, and similar superstructure in order to reduce bridge openings.

The problem, as you can well appreciate, is an involved one. We are investigating all aspects of the problem and will keep you posted as to progress.

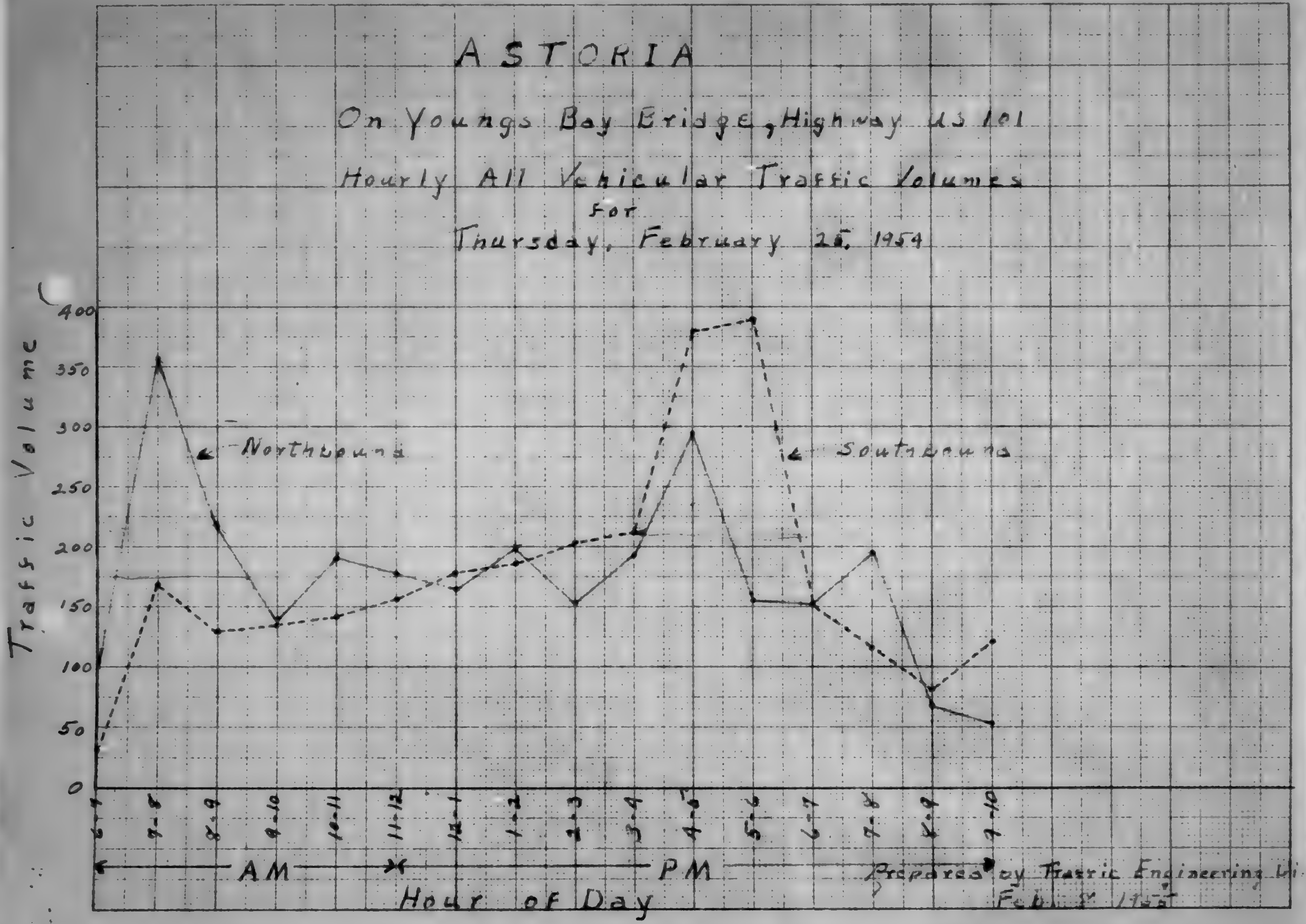
Sincerely,

J U Moorhead
J. U. MOORHEAD
Colonel, Corps of Engineers
District Engineer

REFERRED TO
Paxson
Highway Engineer

RECEIVED
FEB 9 1955

NOTED
G. S. PAXSON



ASTORIA

On Youngs Bay Bridge, Highway US 101
Hourly All Vehicular Traffic Volumes
for
Thursday, February 25, 1954

Prepared by Traffic Engineering Di
Feb. [illegible] 1954

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

February 4, 1955

REFER TO FILE

NO.

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. R. H. Baldock, Highway Engineer

Gentlemen:

In response to your letter of January 24, 1955, you are advised that the question of amending the regulations for the highway bridge crossing Youngs Bay near Astoria, Oregon, is under consideration. It is expected that a meeting or hearing will be scheduled within a short time.

The question has been raised, however, whether the vehicular traffic crossing the bridge has daily peak periods during which it would be advisable to establish closed periods for water traffic, to accommodate the land traffic. If your department has made a traffic count for this bridge it may be advisable to submit the hourly tallies as well as your views thereon.

If you believe this may result in some additional savings to the highway department please advise as soon as possible and further action will be held in abeyance until the figures and your views thereon are received.

Very truly yours,

TWRagsdale
T. W. RAGSDALE
Chief, Operations Division

[illegible]

REFERRED TO
Paxson
By State Highway Engineer

discuss with me then
Please prepare answer for my signature

RECEIVED
JAN 26 1955
FOR FILING

January 24, 1955

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Operations at Youngs Bay, Oregon

Dear Sir:

The State Highway Department owns and operates a bridge carrying US101 across Youngs Bay near Astoria, Oregon. The bridge was built under permit from your office dated September 25, 1919 (your file ED 25058/47). This highway is now carrying an average daily traffic of 7,600 vehicles. A great deal of traffic congestion is occasioned by the frequent opening of this drawbridge for the passage of tugs and other vessels using this channel.

We have recently made an investigation of the height of the vessels using this channel, together with the height to the top of the highest fixed object of the vessel. We find that of the 2,338 bridge openings made in 1953, 1386 of these openings were for vessels which have a fixed object height of 19 feet or less. Our structure provides a height of 30.6' over mean low water and 17.0' at high water, these clearances being at the center of the channel. Following is a tabulation showing the dimensions of the vessels passing through the draw more than 25 times during the year of 1953. The other 952 openings were for vessels that make occasional use of the channel.

Name of Vessel	Type	Openings 1953	Antenna Height	Mast Height	Light Height
Arrow No. 1	Tug	285	32'	21'	17'
Irene	Tug	260	29'	19'	12'
Ruby M.	Tug	231	29'	19'	12'
(1) S.W.Lovell	Dredge Tender	(176)			
Tide Point	Tug	131	None	24'	18'(stack)
Arrow No. 3	Tug	125	32'	23'	15'
(2) Tonquin	Tug	115			13'-4"
Arrow No. 4	Tug	92	32'	21'	17'
Arrow No. 5	Tug	None			12'
Ruth	Tug	48	None	25'	19'
Evening Star	Cruiser	44	27'	15'	
Betsy L	Tug	30		30'	22'(stack)
Nunna	Cruiser	25	25'	15'	
		1,386			

(1) S. W. Lovell has a fixed height of approximately 55 feet
(2) Tonquin was to have been replaced in 1954

It would not seem to be any great hardship for these vessels to be required to hinge their mast and antenna so that they could pass under the bridge at practically all stages of water without opening the drawspan. We would request your office to give consideration to the issuance of the necessary operating regulations so that highway traffic may be relieved of at least part of the inconvenience and delay caused by the excessive opening of this structure.

Very truly yours,

R. M. Baldock
State Highway Engineer

GSP:gm

RECEIVED
JUL 22 1955
FOR FILING

4-F-115 (G-1)

6197

Cross Referenced To:
Coast
Bridges
Gen

July 15, 1955

The District Engineer
Corps of Engineers
U. S. Army
626 Pittock Block
Portland 5, Oregon

Re: Youngs Bay Bridge
clearance gauges

Attention: Mr. T. V. Ragsdale

Dear Sir:

I have your letter of July 12 concerning the type of gauges to be installed at the Youngs Bay Bridge. We will follow the sketch which you submitted and will install these on all four corners of the bridge unless we receive other suggestions from navigators in that area.

We would like your advice as to the datum to use in setting the gauge. The Youngs Bay Bridge has a curved bottom chord so that the minimum clearances would be at the face of the pier with considerably more clearance at mid-channel. We are in doubt as to whether we should set this gauge for the minimum clearance or for the clearance at the center channel.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

Correspondence given to Maintenance Dept. July 20, 1955

NOTED
G. S. PAXSON

ECEIVED
JUL 5 - 1955
FOR FILING

4-F-115 ([illegible])

6197

Salem, Oregon
July 1, 1955

Inverted tide gauges,
Youngs Bay Bridge

Mr. J. D. Walker

At the hearing held in Astoria a month or so ago, we agreed that we would install on the Youngs Bay bridge inverted tide gauges showing clearances. I have taken this up with the Portland office of the U.S.E.D., and they are to advise me what type of gauge and the method of installation which would be most satisfactory. When we have this information, we will take the necessary steps to have the gauges made and installed.

G. S. Paxson

GSP:gm
cc P. M. Stephenson
R. M. Smith

NOTED
G. S. PAXSON

FORM E-30X—30,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Astoria, Oregon
June 27, 1955

SUBJECT:

To: Mr. J. D. Walker, Division Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Mr. Owens of the Corps of Army Engineers called this office Friday afternoon requesting information concerning four inverted gauges which were to be set on the Youngs Bay Bridge which would indicate the vertical clearance at any stage of the tide for boats passing under the structure. He indicated that Mr. Paxson was familiar with this subject, as it was one of the items which was considered at the public hearing here in Astoria on April 14th relative to the Highway Commission's request for modification of bridge regulations.

Very truly yours,

RMSmith

R. M. SMITH
District Maintenance Superintendent

RMS/bh

NOTED
M. STEPHENSON

STATEMENT OF R. H. BALDOCK, STATE HIGHWAY ENGINEER
AT THE PUBLIC HEARING OF THE DISTRICT ENGINEER,
PORTLAND DISTRICT, CORPS OF ENGINEERS, U. S. ARMY
ON MODIFICATION OF BRIDGE REGULATIONS FOR YOUNGS BAY BRIDGE
CLATSOP COUNTY COURTHOUSE, ASTORIA, OREGON
APRIL 14, 1955

INTRODUCTION

By notice of March 14, 1955, Colonel J. U. Moorhead, District Engineer, called for a public hearing in the Circuit Courtroom of the Clatsop County Courthouse at 10:30 A. M. on April 14, 1955 for the consideration of the application of the Oregon State Highway Department for modification of existing regulations for operation of the drawspan over Youngs Bay on US101 near Astoria. The proposed modification is quoted from that notice:

> "It is proposed to modify Part 203.740 of the Bridge Regulations for Youngs Bay, Walluski River, Lewis and Clark River, John Day River, Blind Slough, and Clatskanie River, Oregon by including under subparagraph (b) the following:
>
> "Except that the draw of the highway bridge crossing Youngs Bay shall not be required to open for vessels habitually using the waterway which carry appurtenances unessential for navigation which extend above the normal superstructure, unless such vessel has in tow a vessel which is unable to pass under the closed draw. Masts of military vessels shall be considered as part of the superstructure.
>
> "Note: On request, the District Engineer, Corps of Engineers in charge of the waterway, will cause an inspection to be made of the superstructure and appurtenances of a vessel habitually frequenting the waterway with a view to adjusting any differences of opinion in this matter between the vessel owner and bridge owner.
>
> "Closed Periods: The draw of the Youngs Bay highway bridge will not be required to open for water craft between the hours of 7:00 A.M. and 8:30 A.M., or from 4:30 P.M. to 6:00 P.M."

Since the filing of the original application, additional traffic studies have shown that an afternoon closed period of 4:00 P.M. to 5:30 P.M. would better fit the traffic peak. That change in the proposed modification is requested.

When the Youngs Bay Bridge was built in 1921, highway traffic was of relatively minor importance. The delay to highway traffic at that time, while vexatious to the individual vehicle operator, was of no great economic importance. The development of motor traffic since that time has entirely changed this picture. As will be pointed out later, we now have an average daily traffic of approximately 7,600 vehicles per day, and during the summer months the daily traffic amounts to much more than this reaching a volume as great as 9,000 per day. The delay, inconvenience and cost of the stoppage of this highway traffic by the opening of the bridge has become a matter of major importance. A great deal of this delay is caused by watercraft the maximum height of which is governed by appurtenances that can be readily modified, and, as will be pointed out later, approximately half of the total number of openings can be eliminated by such modifications.

The State has no wish or intention to ask anything that would be an unreasonable hindrance to navigation, but does feel that the highway traffic has just as much right to the crossing of the stream as navigation has the right to operate upon it. There is a conflict of interests between these two modes of transportation which should be carefully weighed so that the greatest good to the greatest number of people will result. There is an economic balance between the small cost and inconvenience occasioned to a few vessels and the cost, delay and inconvenience now borne by the thousands of vehicle operators using the bridge.

It was to achieve this balance between land and water traffic that the modifications of regulations now under consideration were proposed. Our studies indicate that the application of the proposed modifications of regulations would reduce delays to highway traffic by more than 50 per cent with very little inconvenience to water traffic.

The modifications in the regulations that we are requesting are not new. They have been applied and found workable on other waterways. Closed periods are in force on the Willamette River bridges in Portland. A recent publication of the U. S. Department of Commerce, "Navigational Clearance Requirements for Highway and Railroad Bridges," lists a number of regulations pertaining to appurtenances unessential for navigation. Two of these are quoted from that publication:

> "Sec. 203.185 Hudson River, New York; Bridges at Albany and Troy
>
> "(e) The draw of a bridge shall not be required to be opened for the passage of vessels habitually using the river which have stacks, jack staffs, or flagstaffs exceeding 21 feet in height above the water line and which are otherwise capable of clearing the bridge when closed. If such vessels wish to pass the bridge the stacks, jack staffs, or flagstaffs must be so erected that they may be lowered to permit the passage under the bridge. Any tug or vessel passing the draw of a bridge as often as once a day for 10 consecutive days of any month shall be regarded as using the river habitually within the meaning of this paragraph. A failure to comply with such requirement by any tug or vessel after one warning by the owner of or agency controlling any of the bridges shall be sufficient cause for a refusal to open the draw for the accommodation of such tug or vessel until such later time as may be convenient to the owner of or agency controlling the bridge."
>
> "Sec. 203.227 Delaware and Schuylkill Rivers, New Jersey and Pennsylvania, in vicinity of Philadelphia and Bristol; bridges
>
> "(d) Hinged stacks and masts. Each tug, towboat, barge and other small craft regularly and habitually navigating the Schuylkill River shall be subject to inspection and measurement by the District Engineer, Corps of Engineers, to determine the exact height above the water surface of its pilot or deckhouses when such vessel is in its ordinary trim; and the District Engineer is hereby empowered to decide in each case whether or not the vessel shall be equipped with hinged or removable stacks, masts, and flagpoles which can be lowered to enable the vessel to pass under the closed draw of any or all of the bridges. If the District Engineer decides that such action should be taken, he shall notify the vessel owner and the bridge owner of his decision, specifying a reasonable time for making the alterations; and after the expiration of the time specified the draw need not be opened for the passage of such vessel unless it has in tow a vessel unable to pass under the closed draw or by reason of stress of weather it is unsafe to lower such stack or mast."

From the same publication is quoted one of the conclusions reached by the Under Secretary of Commerce for Transportation after a nation-wide study of navigational clearance requirements.

> "9. Watercraft having fixed projections above their normal superstructure which are not essential should not be allowed to cause delays to overland traffic due to movable-span bridge operations. Such delays can be minimized by modification of bridge operating regulations."

BASIC INFORMATION

THE BRIDGE

The Youngs Bay Bridge is a double-leaf bascule span. The bridge was completed in 1921 under a War Department permit signed September 25, 1919 (file ED 25058/47). The clearances under the closed span as provided in the permit are shown on the right half of Figure 1. Changes in datum and adjustment of level information sometimes result in discrepancies when referring present-day tidal information to older elevations. From measurements in 1954 it was found that the clearance under the center of the span at zero tide is 27 feet. This is shown on the left half of Figure 1. The width between piers is 150 feet. This is reduced to a clear width of 146 feet by timber fenders. The span provides a width of 120 feet,without vertical restriction, when open.

HIGHWAY TRAFFIC

The Youngs Bay Bridge is on US101. Since this highway is the principal means of access to much of the Oregon Coast, it is of tremendous economic importance to the area. It is one of Oregon's most important tourist routes. The bridge is on the section of US101 that connects the business district of Astoria with the southern suburban area of Astoria and with several towns from which workers commute to Astoria. This results in very high morning and afternoon peaks of local traffic. The average daily traffic over the bridge is 7,600 vehicles. The annual total is about 2,774,000 vehicles. Figure 2 shows the annual distribution of northbound, southbound and total traffic by half-hour periods.

WATER TRAFFIC

Most of the water traffic on Youngs Bay is related to the following four installations and activities:

1. Logging. Logging activities and log dumps on Youngs Bay and its tributaries account for a large volume of regular tug traffic. The tug traffic is characterized by many trips by a few craft.

2. Yacht Basin. The mooring basin of the Astoria Yacht Club is located upstream from the bridge. The bridge openings caused by traffic to and from the yacht basin are largely confined to the summer and fall with highest peaks on summer week ends and during the salmon season when highway traffic peaks are also reached. Water traffic peaks to and from the yacht basin also occur during scheduled yacht cruises.

3. Columbia River Packers Association Drydock. This installation repairs and refits fishing vessels, repairs other vessels, and does some shipbuilding. These activities account for a very few openings each for a great many vessels. It is the home berth for a few fishing vessels. The Port of Astoria dredge berths there when not otherwise engaged. Movement of the dredge accounts for an occasional opening. Activities of the dredge tender accounts for many more.

4. Gravel Operation. A gravel dock and plant upstream from the bridge accounts for a number of bridge openings for a tug alone or towing a gravel barge or loading equipment.

Current regulations require that the bridge be opened at any time for any watercraft on a signal of two long and one short blast. It was opened 2,338 times in 1953 to pass 2,497 watercraft. In 1954 it was opened 2,105 times to pass 2,213 craft. Occasionally two or more craft pass at a single opening. A tug with tow is considered a single craft in these figures. The explanation of the reduction from 1953 to 1954 is the lumber strike of 1954. This will be seen when the activities of the tugs in the two years are compared. The distribution of bridge openings by half-hour periods is shown at the top of Figure 2.

TRAFFIC DELAYS AND THE EFFECT OF CLOSED PERIODS

The bridge was closed to highway traffic for a total of 106 hours and 12 minutes during 1954. Of this time 7 minutes is chargeable to power failure, the remainder to passage of watercraft. The traffic gates were closed for an average of 3.03 minutes per bridge opening.

From the distribution of bridge openings and highway traffic it has been calculated that 56,600 vehicles were stopped by bridge openings in 1954 and that the total delays amounted to 103,700 vehicle minutes. Of these totals 17,700 vehicle stops and 35,300 vehicle minutes of delay occurred during the times covered by the proposed closed periods. These represent 31 per cent of the stops and 34 per cent of the delays. It must be assumed that watercraft denied passage at one time would pass some other time. It does not seem realistic to assume that passages denied during the proposed closed periods would be distributed through the night. In arriving at a figure for net reduction in vehicles stopped and traffic delays, it was assumed that passages denied during the closed periods would be distributed during the daylight hours. On this basis it is estimated that the institution of the two closed periods, 7:00 to 8:30 A.M. and 4:00 to 5:30 P.M., would reduce the number of vehicles stopped by 15 per cent and the number of vehicle minutes by 18 per cent with no change in the total number of bridge openings per year. Since highway traffic during the proposed closed periods, particularly during the morning period, involves workers required to be at work at specified times, the delays assume a greater importance during that period.

MODIFICATION OF VESSELS

The final result of the institution of that part of the proposed modification of regulation pertaining to "appurtenances unnecessary for navigation" will depend to a large degree on the interpretation that is placed on that term and on the definition applied to "habitually using."

In our tabulations and estimates we have considered only the following modifications:

1. Hinge whip-type radio antennas on tugs.
2. Hinge pole or pipe masts on tugs.
3. Hinge whip-type radio antennas on yachts and other vessels when the vessel so modified will pass under the closed span a substantial part of the time.

These modifications are feasible. They are not expensive. There are vessels in Astoria that now have hinged masts and hinged radio antennas. The following extract of a letter from a manufacturer of radio and radar equipment is quoted from the Department of Commerce publication referred to previously:

> "Our company has in the past and is presently supplying Radar and Radio Communication equipment to vessels in the Mississippi River, its tributaries, the Great Lakes and the New York State Barge Canal. This equipment must be capable of being lowered to permit navigation with presently existing bridge clearances.
>
> "In connection with our radar equipment we modified the antenna unit by providing an auxiliary oil chamber outside of the antenna casting, the lubricating oil drains into this chamber when the antenna unit is lowered to the deck and automatically returns when the antenna is returned to its normal operating position. I am attaching hereto our drawing covering this modification. The approximate cost of this modification is $25.00.
>
> "The radar tower, upon which this antenna unit is mounted, is provided with special foot pads which are hinged to the deck. This method, however, varies considerably between vessels depending upon location of the antenna unit, the superstructure of the vessel and owner's own desires. The hinged feet on our standard tilt type tower costs approximately $25.00. In addition a further cost of $15.00 is incurred to provide an 18 inch section of flexible waveguide at the base of the tower to permit a 90 degree swing of the tower from operate position to a lowered position on the deck.
>
> "The cost of providing our standard tilt tower to vessels already equipped with fixed radar antenna towers would approximate $150.00. In connection with our radio communication equipment where antenna wire is suspended between masts the wire may be secured in a manner without additional cost to allow antenna to be lowered with the masts.
>
> "Radiotelephone communication is used solely on craft navigating the Great Lakes and Inland Rivers. This type equipment lends itself readily to the use of vertical or so-called Whip Antenna. These antennas are manufactured presently with bases which contain either a knuckle joint or pivoting section which permits the antenna to be completely lowered to deck. These flexible joints are a regular feature of this type antenna, therefore there would be no additional costs involved in connection with presently installed Whip or if required on installations in the future.

> "The various manufacturers of hydraulic ram equipment or systems serving the Inland River Boat Builders are familiar with our radar and radio communication equipments. At various times we have worked with these people in the layout of our equipment to meet the special needs of the vessel's owners."

In previous correspondence on the definition of "habitually using" we have requested that the basis be an average of one passage per month. This definition was used in our tabulation; however, we fail to see the justification for any movable span ever being opened for the sole purpose of passing a whip-type radio antenna on any vessel.

Table 1 lists information on those vessels for which the bridge was opened 12 or more times in either 1953 or 1954. The information in this table was obtained from a variety of sources. The heights of tugs to searchlight or smokestack was measured in all cases except the Boomer, which was estimated from the mast height. The actual number of passages is taken from the "Drawbridge Operator's Report." The number of passages requiring bridge openings for tugs after modification was determined as follows:

1. For a tug without tow or with tow of boom sticks, an opening in 1954 was considered to be eliminated if the tug as modified had 1 foot clearance at the center of span at the time of passing. Tugs that made many passages under these conditions appeared to pass at random with respect to the tide, and the number of openings remaining after modification was based on the fraction of the year that the tide was above the critical level for that tug. For tugs with fewer openings, the clearance was checked by time and tidal stage of each passage.

2. For a tug with raft an opening was considered to be eliminated if the tug as modified had 6 feet of clearance at the center of the span which gives a width of 108 feet with a minimum of 1 foot of clearance. All passages with tow were checked for time and tidal stage.

3. Other tows were considered individually.

4. Percentages of openings eliminated by modification in 1954 were applied to the total openings for 1953.

The basis for yachts is covered in the footnotes to Table 1.

These modifications would have reduced the number of passages requiring bridge openings by 1,341 out of 2,497 or 54 per cent in 1953 and 1,091 out of 2,213 or 49 per cent in 1954. The figures for 1953 are more representative than those for 1954 because of the effects of the lumber strike on the tug traffic in 1954.

CONCLUSIONS

In the application that we have made we have asked for consideration of two modifications of the present regulations. First, the establishment of a closed period during the morning and evening traffic peaks; and, second, the requirement that, when such arrangement is practical, antenna and masts be arranged so that they can be lowered to permit passage of the vessel without opening the bridge. Both of these requests are economically justified.

The establishment of closed periods in the morning and evening will relieve the traffic congestion that now exists during these rush hours. It will probably not appreciably reduce the total number of bridge openings, but by diverting these openings to periods when highway traffic is lighter the interference is decreased. We estimate that the over-all reduction in the delays to vehicles would be approximately 18 per cent.

The major benefit to highway traffic would be effected by the requirement of simple and feasible modification of the masts and antenna of about 20 vessels that habitually use this waterway. We are not asking anything that is impractical. Similar requirements are now in effect on other waterways as have been shown by the reference to the official report from the Department of Commerce, and from this same report we have cited evidence that the cost to navigation is insignificant. By these modifications approximately 54 per cent of the bridge openings can be eliminated. The combined effect of both the closed periods and the modification of these few vessels would reduce the traffic delay by about 62 per cent.

This is primarily an economic problem. Highway and water transportation are both necessary in our present way of life, and they must coordinate each with the other. Neither should be considered paramount in its right of free movement without regard to the effect on the other. It is our sincere belief that the requests we have made are reasonable and amply justified by the data we have presented. We respectfully ask your favorable consideration of these requests.

April 14, 1955

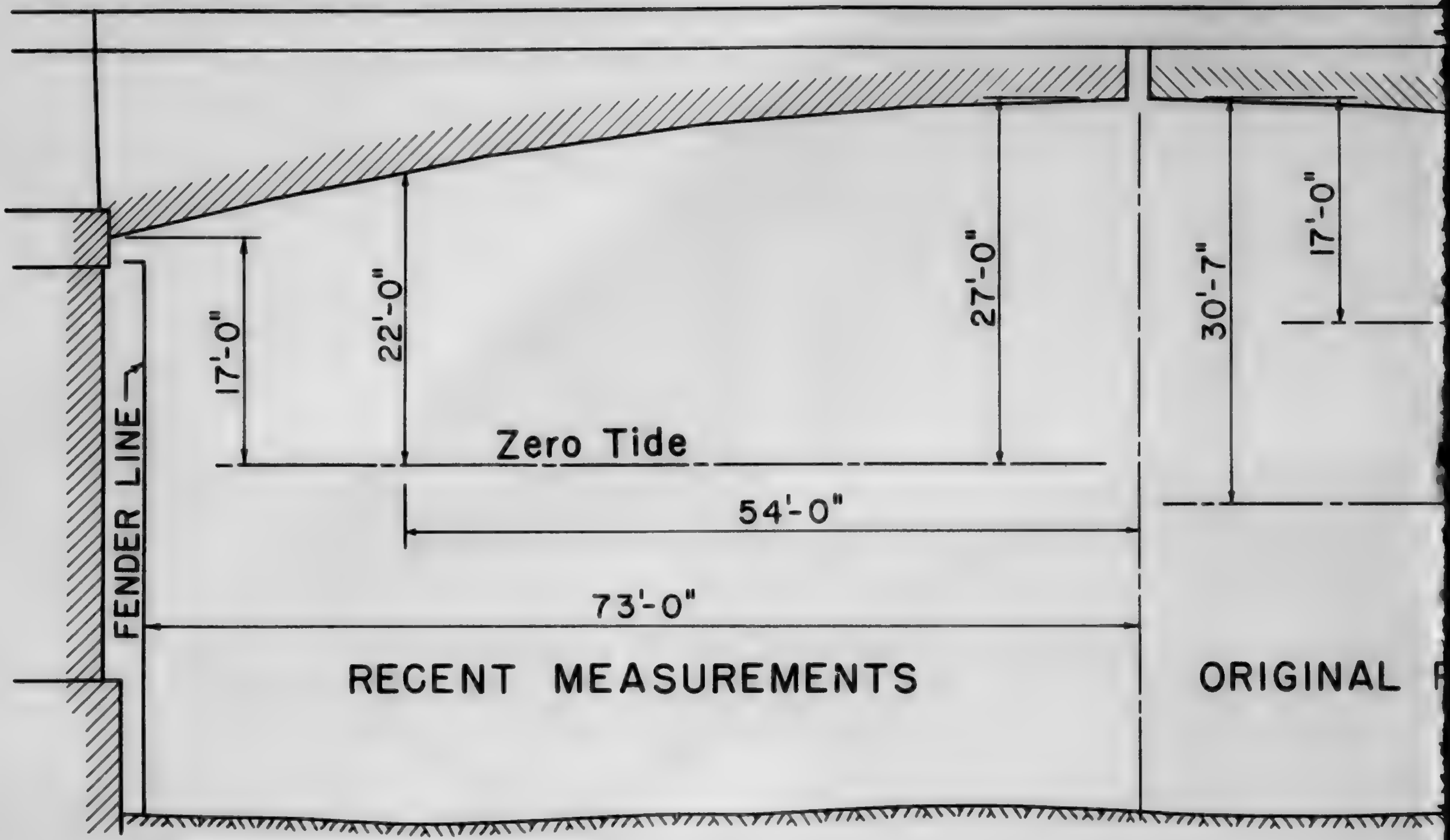
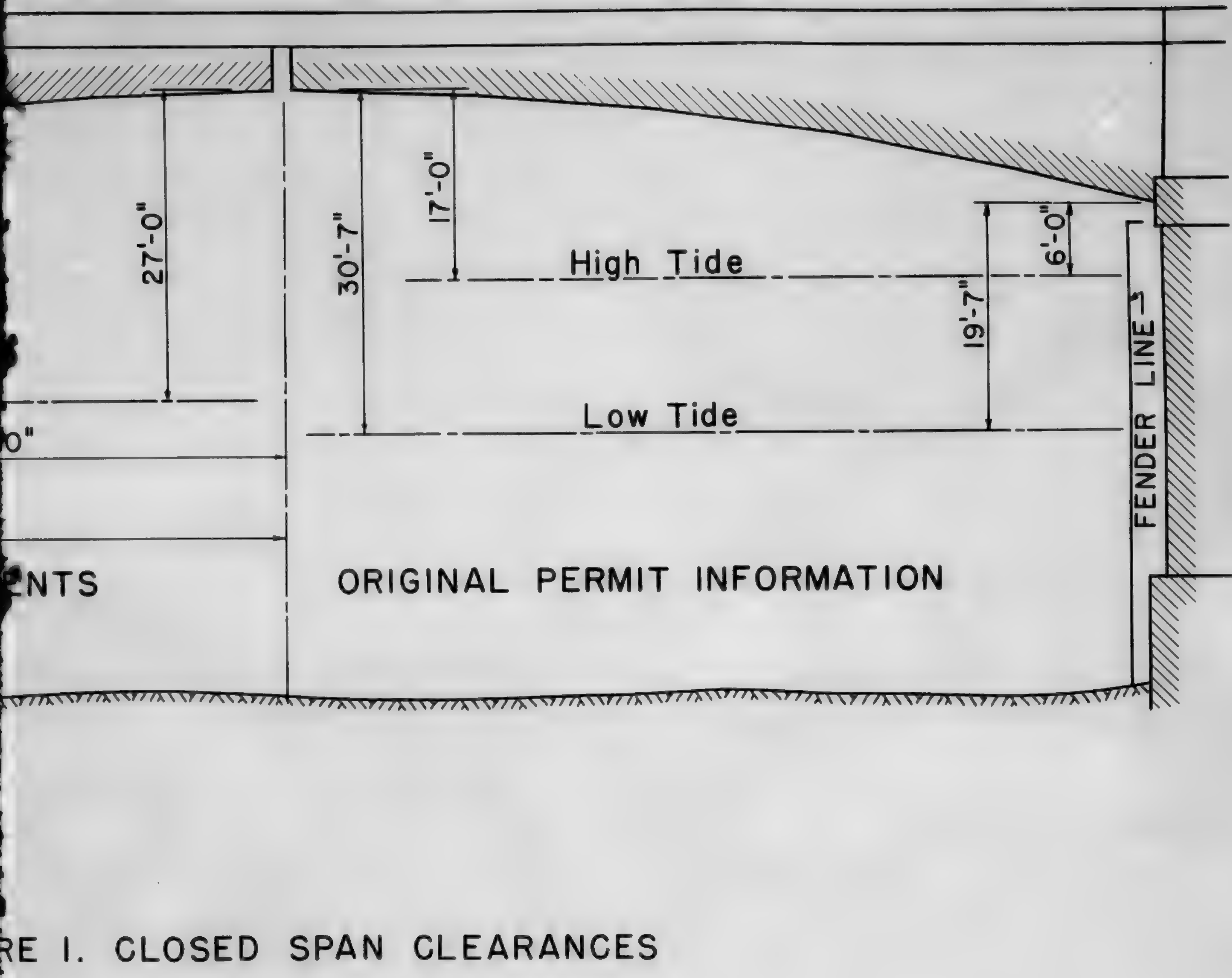
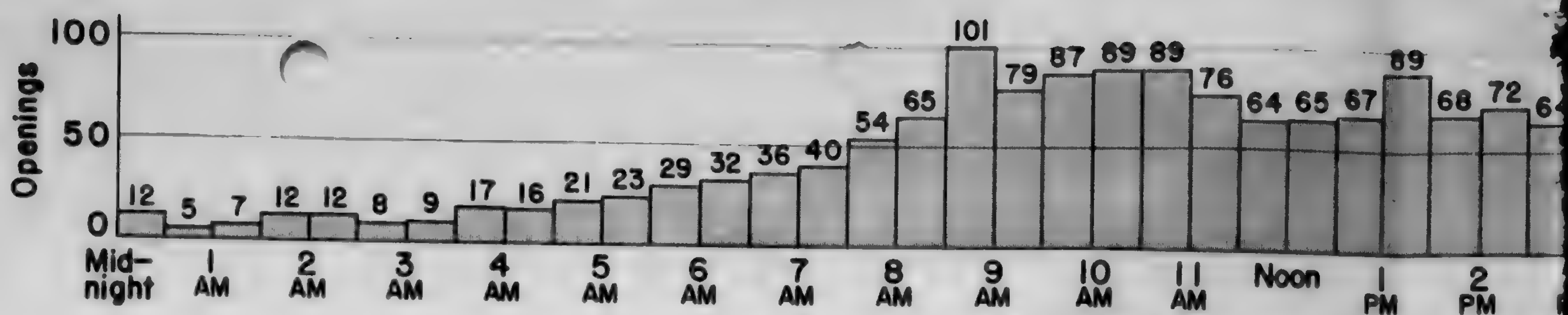


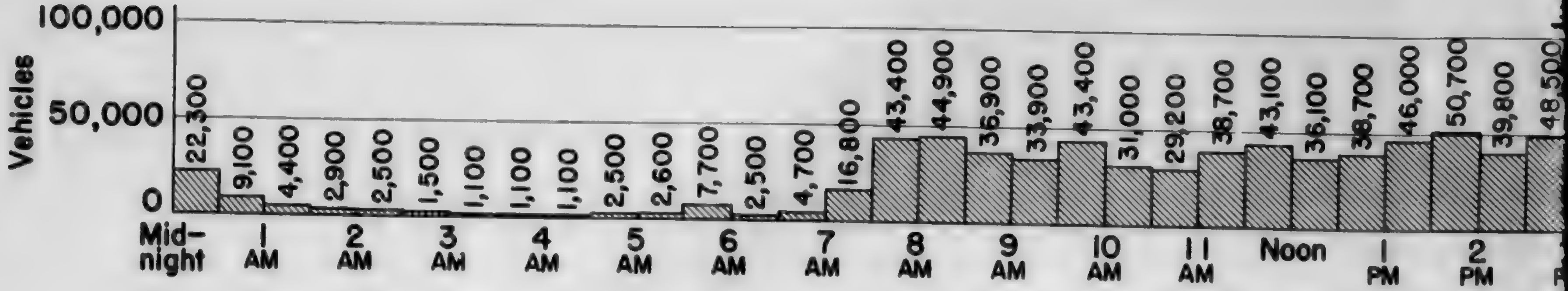
FIGURE I. CLOSED SPAN CLEARA



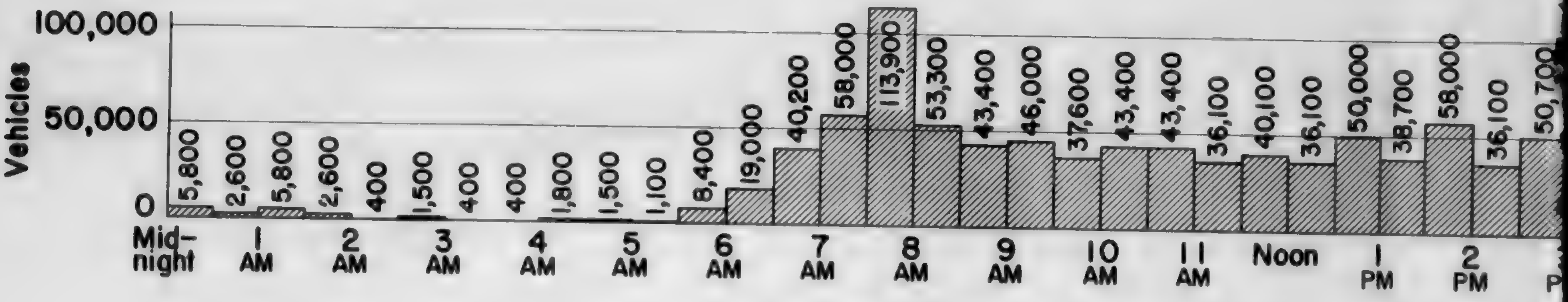
RE 1. CLOSED SPAN CLEARANCES



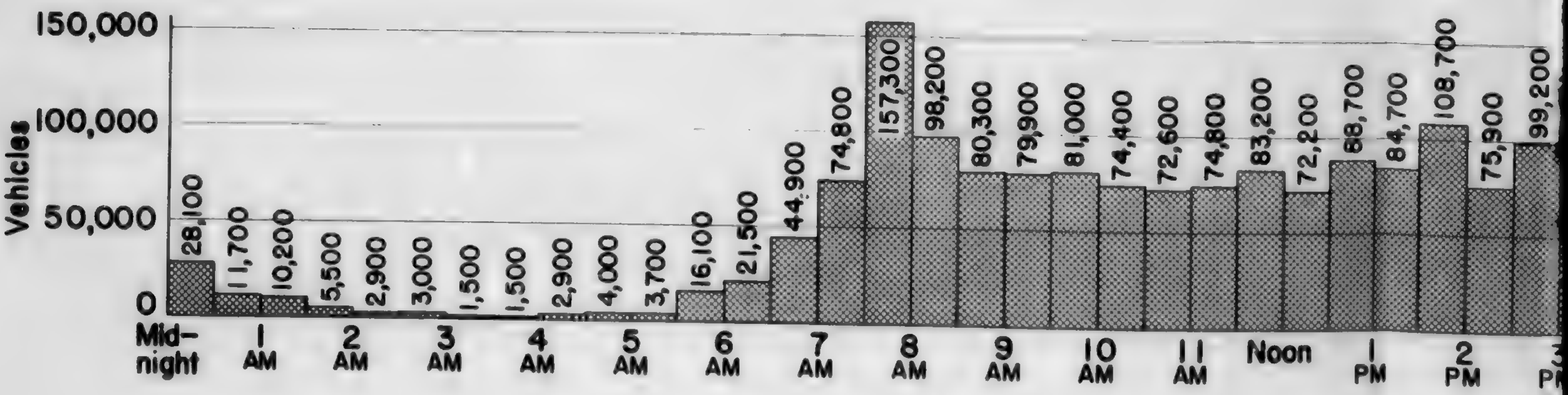
BRIDGE OPENINGS ANNUAL TOTAL-



HIGHWAY TRAFFIC SOUTH BOUND ANNUAL TOT

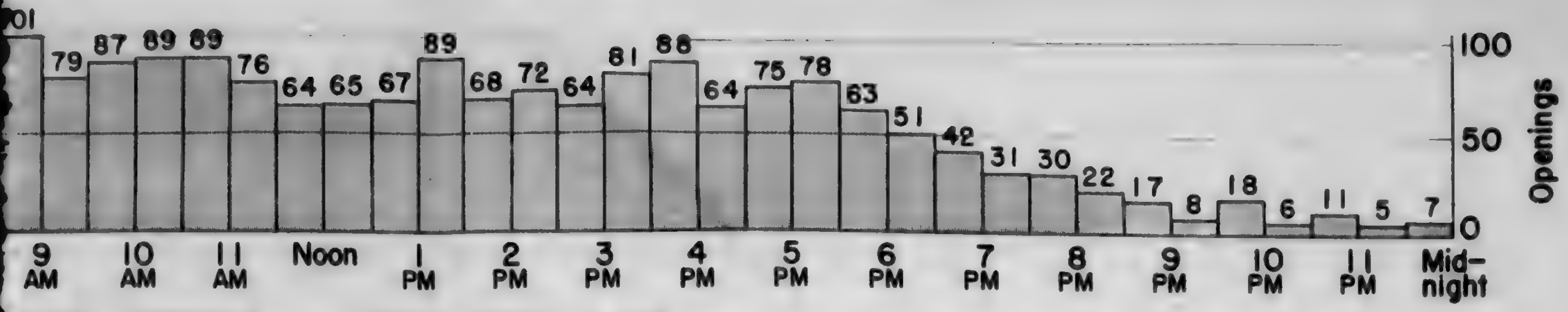


HIGHWAY TRAFFIC NORTH BOUND ANNUAL TOT

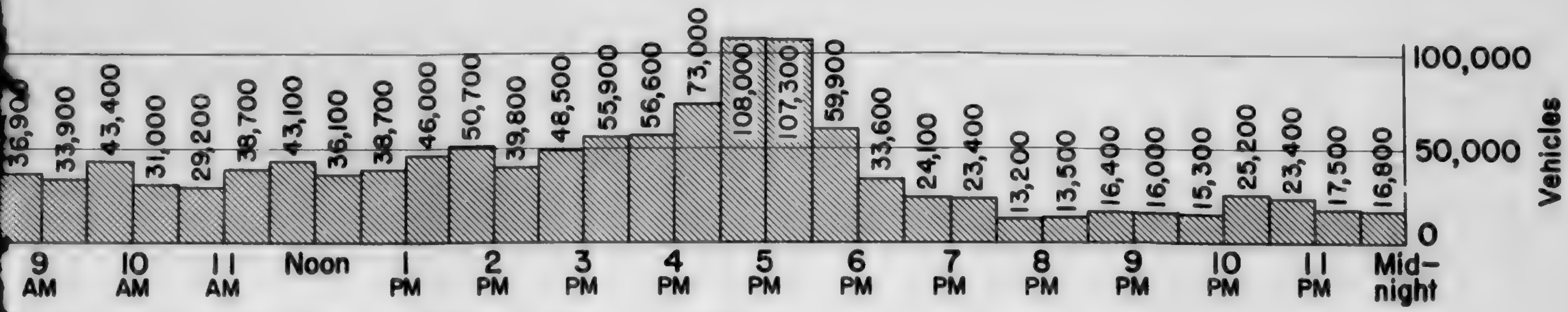


HIGHWAY TRAFFIC BOTH DIRECTIONS ANNUAL TO

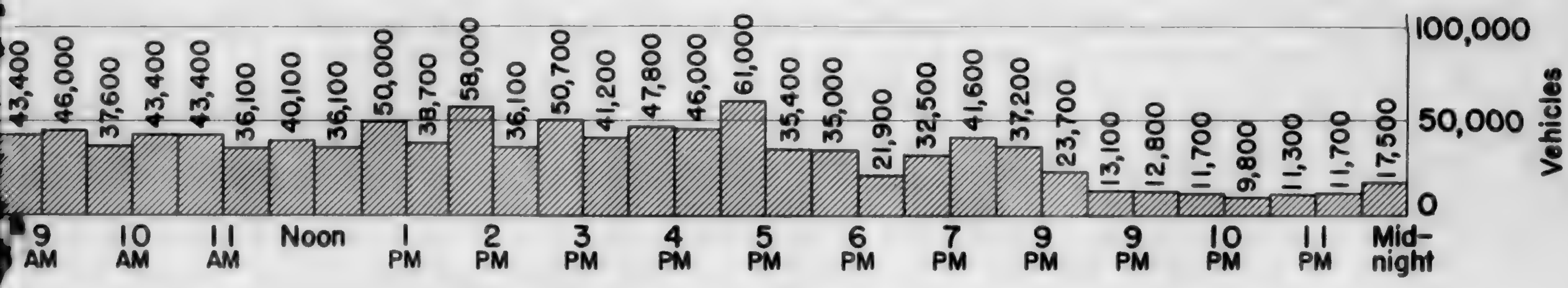
FIGURE 2. DISTRIBUTION OF ANNUAL HIGHWAY AND BRIDGE



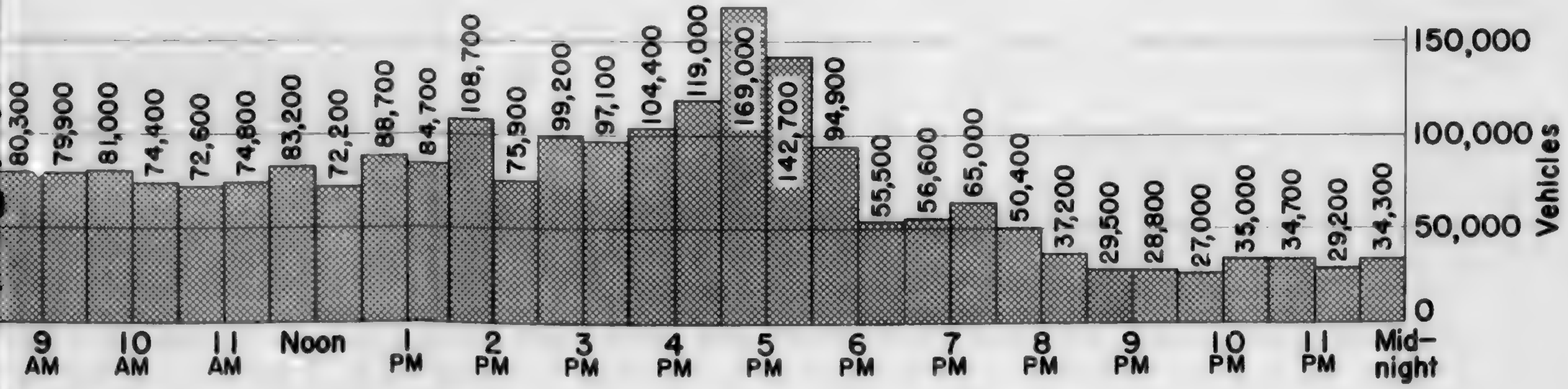
RIDGE OPENINGS ANNUAL TOTAL-2,105



RAFFIC SOUTH BOUND ANNUAL TOTAL-1,386,200



RAFFIC NORTH BOUND ANNUAL TOTAL-1,387,500



AFFIC BOTH DIRECTIONS ANNUAL TOTAL- 2,773,700

UAL HIGHWAY AND BRIDGE OPENINGS BY HALF-HOUR PERIODS

TABLE I. TABULATION OF VESSELS

Craft	Type	Highest Point	Proposed Modification	Highest Point After Modification	
					As
Arrow No. 1	Tug	Antenna 32'	Hinge mast & antenna	Light 17'	
Ruby M	Tug	Antenna 29'	Hinge mast & antenna	Light 12'	
Arrow No. 4	Tug	Antenna 29'	Hinge mast & antenna	Light 18'	
S W Lovell	Dredge Tender	(1)	None		
Tidepoint	Tug	Mast 24'	Hinge mast	Smokestack 18'	
Boomer	Tug	Antenna 38'	Hinge mast & antenna	Stack or Light 18' (2)	
Rose Ann Hess	Fisher	(1)	None		
Irene	Tug	Antenna 29'	Hinge mast & antenna	Light 12'	
Arrow No. 3	Tug	Antenna 32'	Hinge mast & antenna	Light 15'	
Tonquin	Tug	Antenna 32'	Hinge mast & antenna	Light 18.5'	
Ruth	Tug	Mast 25'	Hinge mast	Light 19'	
Omard	Yacht	(3)	Hinge antenna		
Fleetwood	Tug	Antenna 35'	Hinge mast & antenna	Light & stack 15'	
Evening Star	Yacht	Antenna 27'	Hinge antenna	Mast 15'	
Monitor	Yacht	(3)	Hinge antenna		
Arrow No. 5	Tug	Antenna 29'	Hinge mast & antenna	Light 12'	
Caprice	Yacht	(3)	Hinge antenna		
CRPA	Service Boat	(1)	None		
Phantom	Yacht	(3)	Hinge antenna		
Huna	Yacht	Antenna 26'	Hinge antenna		
Jennie F Decker	Fisher	(1)	None		
Betsy L	Tug	Mast 30'	Hinge mast	Stovepipe 22'	
Fran E E	Fisher	(1)	None		
Mar Len	Yacht	(3)	Hinge antenna		
Jimmy Boy	Fisher	(1)	None		
Gee Bee III	Yacht	(3)	Hinge antenna		
Brejoh	Fisher	(1)	None		
Thowald	Fisher	(1)	None		
Other vessels					
Totals					2

Percentage Reduction

Notes:

1. Craft too high to pass under closed bridge at any tide. No
will reduce it to that height.
2. Craft not measured. Modified height estimated from listed m
dimensions of other similar craft.
3. Bridge operators estimate that with hinged masts, yachts Ca
will pass under closed span on half of passings, all other y
channel will pass under at all tides.

ABULATION OF VESSELS AND OPENINGS

d Modification	Highest Point After Modification	Opening Passages in 1954			Opening Passages in 1953		
		As Logged	Modified	Reduction	As Logged	Modified	Reduction
& antenna	Light 17'	254	10	244	285	11	274
t & antenna	Light 12'	186	0	186	231	0	231
t & antenna	Light 18'	144	29	115	92	19	73
		108	108	0	176	176	0
t	Smokestack 18'	107	35	72	131	43	88
& antenna	Stack or Light 18'(2)	86	12	74	21	3	18
		77	77	0	7	7	0
st & antenna	Light 12'	68	0	68	260	0	260
st & antenna	Light 15'	50	1	49	125	2	123
st & antenna	Light 18.5'	50	1	49	115	2	113
st	Light 19'	1	1	0	48	12	36
enna		36	0	36	15	0	15
st & antenna	Light & stack 15'	34	0	34	16	0	16
nna	Mast 15'	32	0	32	44	0	44
enna		32	5	27			
st & antenna	Light 12'	24	0	24	1	0	1
enna		23	11	12			
		22	22	0	21	21	0
enna		22	0	22			
enna		21	0	21	25	0	25
		10	10	0	18	18	0
t	Stovepipe 22'	16	10	6	30	19	11
		8	8	0	17	17	0
enna		14	0	14	12	0	12
		13	13	0	3	3	0
enna		12	6	6	2	1	1
		12	12	0	2	2	0
		3	3	0	12	12	0
		748	748	0	788	788	0
		2213	1122	1091	2497	1156	1341
	Percentage Reduction			49			54

ass under closed bridge at any tide. No reasonable modification
hat height.

d. Modified height estimated from listed mast height and
r similar craft.

stimate that with hinged masts, yachts Caprice and Gee Bee III
osed span on half of passings, all other yachts habitually using
under at all tides.

9

RECEIVED
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FOR FILING

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6197

Cross Referenced To:
Const
Bridge
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1954

SUBJECT: Youngs Bay Bridge at Astoria

To: Mr. R. H. Baldock

We recently made an estimate of cost which would involve the raising of the grade line of the present drawbridge at Youngs Bay by 12 feet in order to decrease the number of openings of the drawspan. Mr. Edgerton has investigated this matter. In his investigation he has determined the heights of the various craft that have passed through the drawbridge during the calendar year of 1953, and has come up with a fairly close estimate of the effect of raising the grade line 12 feet and the further effect of raising it 20 feet over the existing grade line. He has also attempted to determine whether the opening of the drawspan was due to auxiliary equipment, such as trolling poles or radio antenna which could be modified so as to be lowered when the craft is passing through the drawspan.

The results of these investigations are as follows:

Operations of Youngs Bay Drawbridge in 1953 without modification of poles or antenna:

Total number of openings	2,497
Probable openings with grade line 12' higher	709
Probable openings with grade line 20' higher	432

Operations of Youngs Bay Drawbridge in 1953 with poles and antenna revised so that they could be lowered:

Total number of openings at present grade line	735
Probable number of openings with grade line 12' higher	495
Probable openings with grade line 20' higher	373

It seems that we should be able to reduce the number of openings to approximately one third of the present number if the river craft would modify this incidental equipment. I propose to confer with the Portland office of the U. S. Engineers and see whether there would be any probability of getting an order from them requiring these modifications. It will be some time before we actually build a new bridge at

Youngs Bay or revise the existing bridge, and the reduction of openings in the drawspan in the meantime will be worth-while.

G S Paxson

G. S. Paxson

GSP:gm

RECEIVED
SEP 21 1954
STATE [illegible]

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1954

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Pursuant to your instructions, we have made estimates of the cost of a bridge across Youngs Bay at the Smith Point site.

Alternate No. 1. A low-level bridge with a vertical clearance of 25', which is approximately the same as provided at the present crossing of Youngs Bay. This has a 26' roadway with one sidewalk, a 265' lift span, and 3,800 linear feet of precast beam spans. Our estimate of cost is $2,339,000.

Alternate No. 2. A bridge 12' higher than the present Youngs Bay structure, which will give a vertical clearance of approximately 37', 26' roadway with one walk, a 265' lift span, and 3,800 linear feet of precast beam spans. Our estimate of cost is $2,390,000.

Alternate No. 3. A high-level bridge giving 85' of vertical clearance with 250' of horizontal clearance, with a 26' roadway and one walk. The main spans consist of 200'-250'-200' continuous steel girders with 3,600 linear feet of precast concrete beam spans. Our estimate of cost is $2,993,000.

These estimates are for the main crossing only. Under any of these alternates, two railroad crossings will be needed, each costing approximately $60,000. The estimates also do not include any allowance for grading or surfacing the approaches.

Very truly yours,

GSPaxson
G. S. Paxson
Assistant State Highway Engineer

GSP/ds

cc H. G. Smith

RECEIVED
AUG 3 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 6 1954
FOR FILING

4-F-113 (M)

6177

Cross Referenced to:
[illegible]
[illegible]
[illegible]

Salem, Oregon
July 23, 1954

Mr. R. H. Baldock

The following covers principal reasons for change in the benefit quotient of the bridge across Youngs Bay as of the present date and that prepared some two or three years ago.

The original plan was for a hydraulic fill across Youngs Bay with only a short bridge structure to permit passage of water navigation. The plan at that time was based on a fill paralleling the railroad on the southerly side and required the closing of the northerly runway of the Clatsop Airport.

Subsequent investigations disclosed that a span length of at least 4,000 feet would be required in Youngs Bay to adequately care for the ebb and flow of the tides. It was also deemed impractical to construct the highway between the railroad track and the Clatsop Airport, resulting in a revision placing the alignment north of the railroad, providing for a much longer structure, with the resultant increase in costs and naturally decreasing the benefit quotient.

I do not have exact cost estimates, as of that time and as of today, but Mr. Paxson can furnish you this information as soon as he returns next Tuesday.

W. C. Williams

WCW:me

RECEIVED
JUN 10 1954
FOR FILING

11-F-11 (M)

6197

Salem, Oregon
June 9, 1954

Cross Referenced To:
Coast
Bridges
Gen. C

Mr. R. H. Baldock

Mr. E. R. Baldwin, City Manager of Warrenton, called during your absence, advising that there would be organised opposition to the reconstruction of a bridge across Youngs Bay in the vicinity of the present bridge rather than along the railroad tracks. The opposition, of course, is based entirely on the fact that the highway, if rebuilt near the present road, would be a considerable distance from Warrenton.

Mr. Baldwin asked me for facts pertaining to the survey, and I told him that our analysis had not been completed. He then asked that he be advised of facts pertaining to the economic features before the matter was finally considered. He also wishes to appear before the Highway Commission with a delegation before the Commission takes any final action.

I told him we would advise him further in regard to these matters when we had all the facts at hand.

W. C. Williams

WCW:me

RECEIVED
JUN 1 0 1954
FOR FILING

11-F-115 (M)

6197

Cross Referenced To:
Coast
Bridges
Gen.

Salem, Oregon
June 9, 1954

Mr. R. H. Baldock

Mr. E. R. Baldwin, City Manager of Warrenton, called during your absence, advising that there would be organised opposition to the reconstruction of a bridge across Youngs Bay in the vicinity of the present bridge rather than along the railroad tracks. The opposition, of course, is based entirely on the fact that the highway, if rebuilt near the present road, would be a considerable distance from Warrenton.

Mr. Baldwin asked me for facts pertaining to the survey, and I told him that our analysis had not been completed. He then asked that he be advised of facts pertaining to the economic features before the matter was finally considered. He also wishes to appear before the Highway Commission with a delegation before the Commission takes any final action.

I told him we would advise him further in regard to these matters when we had all the facts at hand.

W. C. Williams

WCW:me

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U-F-115 (14)

6197

4-9-53

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1954

NOTE
W. C. WILLIAM

SUBJECT: Youngs Bay Bridge 330-A

To:

Mr. H. G. Smith
Construction Engineer

L

Under date of April 9, 1953, I sent you estimates for the replacement of the Youngs Bay Bridge. We have gone back into this matter with a more detailed study of types which could be used and can now make a revision in these estimates.

These estimates are for a bridge 2,300 feet long consisting of concrete approach spans and a continuous steel girder with a horizontal clearance of 200 feet and a vertical clearance of 85 feet above low water. This bridge could be used at or near the site of the existing drawbridge.

Our estimate for the construction of a two-lane bridge is $1,870,000 and for a four-lane bridge $2,640,000. To each of these estimates should be added approximately $100,000 for the removal of the existing bridge and the demolition of the piers. These estimates include contingencies and engineering, but do not include any costs for grading and surfacing of approach roads, nor for an interchange at the north end of the structure.

G S Paxson

G. S. Paxson

GSP:gm
cc W. C. Williams ✓

FORM 2-30 3M 9-51 52378

Cross Referenced To:
Const
Bridges
Gen

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1953

SUBJECT: Youngs Bay Bridge

To: Mr. H. G. Smith
Construction Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

We have made estimates of the cost of high-level structures across Youngs Bay, both at the Smith Point site near the railroad bridge and at a site closely parallelling the present Youngs Bay highway bridge. I am attaching hereto a print from the Corps of Engineers' quadrangle sheet, an elevation showing the type of the structure on which the estimates were made, and profiles used in making the estimates for both of the sites. These profiles are tentative only and were assumed for the purpose of getting tentative figures. Our estimate of the cost of a structure at the Smith Point site is $3,286,000. The estimate of a bridge at a location near the present site is $2,175,000.

We have conferred with the U. S. Engineers, and while they cannot definitely commit themselves prior to a hearing, they suggest that we plan on a vertical clearance of 85 feet above mean lower low water. This would be applicable to both sites. The horizontal clearance should be not less than the present horizontal clearance at Youngs Bay Bridge, which is 150 feet.

We also asked them for a recommendation of the total width of channel which should be spanned in order to keep tidal currents down to a reasonable velocity, thus preventing excessive erosion of the stream bed. At the Smith Point site they advise that a total width of opening of 5,530 feet will increase the current velocity about .5 feet per second over present velocities and that at the present site the bridge should at least clear the distance between bulkhead lines. Because of the elevation of the grade line these dimensions would be exceeded at either site so that current velocities apparently will not be a problem.

The estimate of cost at the Smith Point site does not include approximately 6,000 feet of embankment across the tide flats at the south end of the structure, nor does it include grade separations of the railroad at Smith Point and at the crossing east of Warrenton. Each of these crossings would probably cost in the neighborhood of $60,000.

If the Smith Point site were chosen, we would probably have to keep the present Youngs Bay Bridge in service, as there is considerable development in the neighborhood of Miles crossing which otherwise would have to go almost to Warrenton in order to turn back to Astoria. We could probably remove the present Youngs Bay Bridge if the high-level structure were built near the present site and could thus save the maintenance and operation charges on the present bridge. Maintenance costs would be considerably less on the location near the present site as the total amount of steel work will be less and the farther away from the salt water we get, the easier it is to maintain paint.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc W. C. Williams ✓

STATE HIGHWAY COMMISSION MEETING

Delegation Astoria Chamber of Commerce

Date 1-22-63

Time [illegible] a.m. (11:45)

Name	City or Town	Capacity
[illegible]	Astoria, Ore.	Sec. Chamber of Commerce
Dick [illegible]	Warrenton	[illegible] judge
Eric O. [illegible]	[illegible]	[illegible]
[illegible]	"	[illegible]
N M Olarck	"	City Engineer
[illegible]	[illegible]	[illegible]
[illegible]	"	
Roy Hammond	"	Hwy Moving Co
[illegible]	"	Fisheries Industry
J. D. Shaw	U.S. Navy [illegible]	[illegible]
[illegible]	"	[illegible]
[illegible]	[illegible]	Mayor
Wm R. Marion	Seaside Ore	[illegible]
[illegible] L. Bailey	[illegible]	Ch. of Commerce
[illegible]	[illegible]	[illegible]
[illegible]		
[illegible]	[illegible]	Sec. Chamber of Comm

STATE HIGHWAY COMMISSION MEETING

Page 2

Delegation Astoria C. of C. (cont.)

Date 1-22-53

Time

Name	City or Town	Capacity
Geo. Stuckrath	Warrenton	
[illegible]	Warrenton	Commissioner City Warrenton
[illegible]	Seaside	Secy. C. of C.
Avery Combs	Seaside	Vice P. C. of C.
Mrs. Avery Combs	Seaside	
Mrs. Floyd Eastman	Seaside	
Gordon S. Ellsworth	Astoria	
Jerry Greenberg	Astoria	Traffic Safety Comm.
H. G. Ellsworth	Astoria	" " "

Warrenton Chamber of Commerce
WARRENTON, OREGON

[illegible] — Run a very [illegible]
Bremer Bellis

Astoria City Council	~~Peter [illegible] Mayor~~
Chamber of Commerce	Joe Flynn - Tom Christensen Carold,
West End Development League	Dahlquen
Clatsop County Mutual Aid Fire Dist.	Laurence Linhardt
Grange, Pamona,	Frank Wooden
Gearhart	T. Red Baldwin, Mayor
Hammond City Council	Jay Stockman -
Oregon Coast Association	Bill Monson - act [illegible] [illegible]
Port of Astoria	Herb Hacker -
Seaside Chamber of Commerce	Secretary - (act Ensor pres)
City Council	Les Raw, Mayor.
Warrenton Chamber of Commerce	Dayle Crown -
City Council	Harold Granson, Mayor

bond issue —

Astorian Budget — Fred Andrus

Eaton, Dyer, Holmes

Navy, (Shaw, McFall) (Joe Flynn).

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agreement of need.
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Lower Columbia
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600,000
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1,900,000

April —

Complicate

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FILED WITH STATE
HIGHWAY COMM.
By Astoria Chamber of Commerce
1/23/53

Cross Referenced To:
Const
Bridges
Gen

TOWN OF HAMMOND
HAMMOND, OREGON

Hammond, Oregon
Jan. 21, 1953

Mr. Jay H. Stockman
401 Spexarth Bldg.
Astoria, Oregon

Dear Mr. Stockman:

At the January 14 meeting of the Hammond City Council the members voted unanimously in favor of the proposed bridge over Young's Bay. You Mr. Stockman, as City Attorney, were instructed to represent the City at the meeting to be held in Portland endorsing this project for the Mayor, City Council and citizens of Hammond. This letter authorizes your action in the matter.

Yours very truly.

HAMMOND CITY COUNCIL.

By Beulah W. Myers
Auditor.

BM

RECEIVED
JAN 16 1953
FOR FILING

1-F-115 (14)

199

Cross Referenced to:
[illegible]
[illegible]
[illegible]

January 15, 1953

Oregon State Highway Commission

Gentlemen:

A delegation from the Astoria Chamber of Commerce will appear before you at the next meeting to discuss construction of a new highway bridge across Youngs Bay at Astoria. They will probably inquire as to the status of the survey.

For your information, preliminary surveys have been pretty well completed for the section from Astoria to a connection with the existing highway near Warrenton. We have been able to work on this survey only intermittently, as the engineer assigned to the survey, Mr. J. H. Scott, at Seaside, had construction work underway at the same time, and during the summer months had to devote a considerable amount of his time to construction.

We have taken soundings across the Bay and secured other data necessary for the Bridge Department to start design of the structure. This will take considerable time, as there will be necessary negotiations with the Army Engineers relative to navigation clearances, et cetera, and a design of this magnitude will require several months. We have now made arrangements to place a survey party full time on the Youngs Bay crossing, as well as the entire section between Astoria and Seaside, and should be able to complete the survey about June or July.

The original estimates for the section between Astoria and connection with the existing highway near Warrenton were $1,344,000 using a drawbridge, and $1,622,000 using a high bridge. The high bridge was recommended, due to savings in cost of operation of a drawbridge. Due to the increase in prices since the original estimate made in 1948, it is now estimated that the section, using a drawbridge, would cost $1,450,000, and the cost using a high bridge would be $2,000,000. Since the cost of operating a draw span is at least $20,000 a year, the high-level bridge is still recommended as the most economic.

The above information is furnished you so that you may give the delegation such information as you see fit.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me
cc Mr. H. G. Smith

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1953

SUBJECT: Crossing of Youngs Bay
at Astoria

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In October 1948 Mr. Waller submitted a reconnaissance report covering the proposed crossing of Youngs Bay near the present railroad bridge. We have gone over these estimates and have attempted to bring them up to present prices. It would appear that the total cost for bridge and road work, using a low-level bridge with a drawspan, would be approximately $1,450,000. On the same line, using a high-level bridge, the cost would be approximately $2,000,000.

Since it would cost at least $20,000 a year to operate and maintain the drawspan and, in addition, a very considerable cost due to delay would accrue to the travelling public, it would seem that the high-level bridge should be provided.

Very truly yours,

G. S. Paxson
G. S. Paxson
Bridge Engineer

GSP:gm

Warrenton Chamber of Commerce
WARRENTON, OREGON

November 8, 1950

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

The Warrenton Chamber of Commerce urges the earliest possible construction of the corrected route of Highway 101 across Youngs Bay from Smith Point to an intersection near State Secondary Highway 105.

The following reasons are given:

1. The present route is intolerable from the standpoint of tourist and local usage, being at least three miles of 25 to 35 mile zones; although it is a connecting link between highways 30 and 101.
2. Oregon State Highway report No. 48-1, a traffic density report for 1947, shows a present usage of 3 to 1 over any other piece of highway in Clatsop County.
3. The Oregon State Highway economic survey for 1950 shows the high ratio of 7.7 to 1 of benefits over cost.
4. This improvement has a high military value in eliminating a bottle-neck of coast-wise traffic.
5. Within the first 3½ miles of improvement, at least 3 miles of the current route will be eliminated.
6. The improved route will be limited access in contrast to the present conjested zone.
7. Lands required for right-of-way may be easily acquired and do not include expensive farm lands or buildings.

The Warrenton Chamber of Commerce has only solicited assistance from groups officially charged with the responsibility of working for community betterment. This group feels that after the Highway Commission is advised that certain highways are not satisfactory that their engineering and survey staffs are highly capable of making the decisions of work needed.

Sincerely,

WARRENTON CHAMBER OF COMMERCE

J. Frank Maize

J. Frank Maize, President

JFM:bb

CITY ATTORNEY
THOS. T. CHAVE, JR.
WATER AND PUBLIC WORKS SUPT.
LEO N. ROBICHAUD
FIRE AND POLICE CHIEF
ANTHONY MIZELL
CLERK OF WATER DEPARTMENT
BARBARA M. BATES

CITY OF WARRENTON
TELEPHONE 2001
WARRENTON, OREGON

COMMISSIONERS
F. M. WILSON, MAYOR
QUINCY V. ROBINSON
HAROLD C. GRAMSON
NOEL B. RAWLS
RICHARD B. KNOTTS
AUDITOR AND CITY MANAGER
EMERSON R. BALDWIN

November 8, 1950

State Highway Commission
Salem,
Oregon

Gentlemen:

The City Commission of the City of Warrenton, Oregon, is in unanimous accord with the request of the Warrenton Chamber of Commerce for highway improvement.

Our records show that in 1928 in a report made to Governor Patterson, the Highway Commission committed themselves to make this improvement.

The present needs are greater than ever before.

Sincerely,

CITY OF WARRENTON

F. M. Wilson
F. M. Wilson
Mayor

FMW:bb

JON V. STRAUMFJORD, M. D.
EDGAR E. BERG, M.D.
NOEL B. RAWLS, M. D.
EDWARD J. HALL, M. D.
HAROLD H. GIST, M. D.
WILLIAM M. BURGET, M. D.

ASTORIA CLINIC
PHYSICIANS AND SURGEONS
300 SPEXARTH BLDG.
ASTORIA, OREGON

November 7, 1950

State Highway Commission
Salem, Oregon

Gentlemen:

[illegible] Highway 101 [illegible].

[illegible] Astoria [illegible].

We, therefore, [illegible] Highway Commission [illegible].

Very truly yours,

J. V. Straumfjord

Jon V. Straumfjord, M. D.
Senior Partner
Astoria Clinic

JVS:rjl

cc: [illegible]
City Manager
Astoria, Oregon

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NOV 8 1950
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

COPY

WEST END DEVELOPMENT LEAGUE
Astoria, Oregon

May 9, 1949

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

As a group and as citizens of this community, we are intensely interested in further development of State Highways, particularly at this time in the proposed crossing of Young's Bay parallel and adjacent to the present Spokane, Portland and Seattle Railroad crossing of this estuary.

In view of published reports that this crossing can be effected in conjunction with the Railroad Company, it would appear feasible, practical, and economical to join the operations.

The values to be attained in shortening the distances to the beach resorts, the elimination of many road hazards, greater accessibility to the Air Port, the scenic beauty of this great estuary, plus the military value of a solid roadbed would be difficult to estimate, yet the cost is admittedly lower than the previously contemplated route across the farm lands.

No doubt appropriations were made for the now abandoned Jeffers Gardens route, therefore it is suggested these appropriations could legally be transferred to the proposed project inasmuch as the same purpose is to be served.

We would respectfully urge the early institution of this development.

Respectfully submitted,
WEST END DEVELOPMENT LEAGUE

By (Signed) Elmer J. Palo, Secretary

RECEIVED
AUG [illegible] 1950
FOR FILING

4-F-115 (14)

6197

Salem, Oregon
August 29, 1950

Mr. H. G. Smith

Mr. Waller's reconnaissance for the proposed relocation of US101 across Youngs Bay placed the highway location at the immediate end of the main runway of the airport. We would never be able to obtain approval for such a routing on a primary state highway unless we have a minimum flight clearance of 50 feet, which requires that the highway location be 1,000 feet from the end of the runway.

On the basis that we could not depress the highway, we have considered the possibility of cutting off 1,000 feet of the runway, as indicated in green on the attached map, and extending the runway 1,000 feet, as indicated in purple. Mr. Booth has estimated this to $200,000, as per the estimate attached. This must be taken into consideration in the economic study you are now making of the Columbia River Highway, the Nehalem and Fishhawk Highways, and the Coast Highway in the Astoria vicinity. I would suggest that you have a further study made to see if there are any other possible solutions to getting a satisfactory line past the airport. In any event, the additional cost over and beyond that estimated by Mr. Waller, must be considered in the economic study.

It is requested that you please expedite this economic study of the entire Astoria vicinity, as it is now overdue for presentation to the Commission.

W. C. Williams

WCW:me

Encl.

Agenda Item 3b
June 27 - 28, 1949

RECEIVED
AUG 8 1949
FOR FILING

4 F 114 (15)

Cross Referenced To:
adm
Letters
Comm

July 5, 1949

Mr. C. F. Thomas
Chief Engineer
S. P. & S. Railroad Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Re: your file A33-Y

Dear Mr. Thomas:

Your letter of June 10, 1949, directed to Mr. R. H. Baldock, State Highway Engineer, concerning a joint railroad-highway project across Youngs Bay, near Astoria, had the attention of the State Highway Commission at its meeting last week. In the discussion of the matter, the Engineer gave as his considered opinion that it would be preferable not to have the railroad and highway occupy the same fill; that no particular saving would accrue in attempting to confine both facilities to the one embankment, and particularly would there be need to separate the structures at the spanning of the ships' channel.

For these reasons, the Commission decided not to consider the project further as a joint undertaking, and instructed me to advise you accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

AGENDA
JUN 27 1949

3-A

~~NOA-7~~
~~5-16-49~~

May 25, 1949

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Pursuant to our conversation on the phone today, in which I advised you that Ray Baker, your General Agent at Astoria, stated that the company has delayed work on the two-mile trestle across Youngs Bay pending an agreement with the State Highway Commission for a joint railway-highway fill, please be advised that your company has never made any request of this kind to the State Highway Commission.

If you desire such a joint agreement, permit me to suggest that your officials request it by writing a letter to the State Highway Commission, Salem, Oregon, and I will be very glad to have our engineering department consult with you. Then we can each make a report back to our principals to determine whether the Highway Commission and the railway officials desire to do this.

You, of course, understand that I am in no position to commit the Commission to anything, but I do believe that there is a misunderstanding and certainly the Highway Commission has never received any communication at all from the railway about this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: Mr. T. H. Banfield
Mr. Ben R. Chandler
Mr. Chas. H. Reynolds
Mr. W. C. Williams

E. R.

New Rails Due Trestle

Youngs Bay Job Started by Line

ASTORIA, May 23 (Special) The Spokane, Portland & Seattle railway has begun replacement of 75-pound rails on its two-mile trestle across Youngs bay here with heavier rails, and is assembling piling for replacement of the trestle's underpining.

Roy Baker, general agent here for the line, said 6000 piling have been assembled for the repair job and more are being gathered.

The company had delayed rebuilding the trestle in hopes of an agreement with the state highway commission for a joint railway-highway fill across Youngs bay to carry both the railway and a rerouted section of highway 101. The highway commission rejected the project.

Baker said a crew of 40 to 50 men will probably be employed during the summer in rebuilding the trestle.

The company has spent about $3,000,000 in the past two years re-railing and improving the roadbed of its line from Astoria to Portland. It is now beginning extension of this work on the Astoria-Seaside branch.

Salmon Derby Yacht Club Plan

ASTORIA, May 23 (Special) The Astoria Yacht club announced Saturday it will conduct a salmon derby here August 27-29.

The club's derby will be the fourth to be conducted on the lower Columbia during the closed commercial fishing period from August 27 to September 10.

The Astoria, Warrenton and Chinook chambers of commerce will all conduct derbies at the same time, from August 30 to September 6.

SAN FRANCISCO
Hotel
DRAKE-WILTSHIRE
with Bath from $3.00 single
SUTTER and STOCKTON

FALSE TEETH WEARERS!
EAT STEAK, CORN, APPLES
Thousands now chew steak, laugh, talk almost as if they didn't have false teeth! They use STAZE, amazing new cream ... in a handy tube. STAZE seals edges TIGHT! Helps keep out food particles. Get 35¢ STAZE. Money-back guarantee.
STAZE HOLDS PLATES TIGHTER, LONGER

Like New Wurlitzer
12 Record
Jute Box $75.00
Counter Type - Coin Operated
IRISHER SWEDE
228 N. E. Broadway

VED
15 1949
R FILING

F-1599

May 14, 1949
Date should be June 14-49

Mr. T. H. Banfield, Chairman
Oregon State Highway Commission
P. O. Box 450
Portland 7, Oregon

Dear Mr. Banfield:

I am attaching hereto a copy of a letter that I wrote to Mr. C. F. Thomas, Chief Engineer of the S. P. & S. Railway, and a copy of his reply to me. It appeared to me that he did his best to evade the issue but finally stated that they were going ahead with their trestle and could not change the plans.

I also call your attention to the attached letter by Mr. Williams to the West End Development League of Astoria. I would suggest advising the League that the Railway Company is going to replace the trestle, and the Commission is taking no action at this time. The matter will be presented at the next meeting of the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Encl.

cc Mr. W. C. Williams
Mr. H. B. Glaisyer (with file)

RECEIVED
AUG 5 1949
FOR FILING

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

R/W
Ore Coast Hwy (Clatsop)

A 33-Y

RECEIVED
JUN 1
STATE [illegible]

Cross Referenced To:

June 10, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 25th, 1949, regarding a joint project across Youngs Bay near Astoria where it has been proposed that a considerable portion of this waterway shall be crossed by means of a fill. The last paragraph of your letter states that the Highway Commission had received no communication from the railway company regarding this matter, which would lead me to think that you believe that this project was initiated by the railway company. This is not a fact and in order that you may have the benefit of everything that has come to us regarding this, I am giving you the following history of this proposed project.

On January 4th of this year there was an article in the Astoria Budget suggesting that the railway company and the Highway jointly construct a fill across Youngs Bay, excluding, of course, the distance between harbor lines. We were given to understand that the State Highway Commission was interested in such a project. On Monday, April 4th, our Bridge Engineer, Mr. Howard, met Mr. Paxson in Salem to discuss this matter so that we could find just what the State's plans were, if any. We were informed at that time that there had been a reconnaissance and survey made by the State , that the State had tentatively abandoned a location previously selected between Youngs Bay and Skipanon but that it would be some time before the State would be in position to actively work on this proposed fill and bridge across Youngs Bay. The railway company, therefore, proceeded to order material to replace its present structure, which it was necessary to do at once on account of its condition.

On April 1, 1949, we received the following communication from the Astoria Chamber of Commerce, signed by E. L. Paldanius, President:

> "At the regular meeting of the board of directors of the Astoria Chamber of Commerce held Friday, April 1, 1949, a resolution of unanimous adoption was placed upon the minutes ordering notices sent to both the S. P.& S. Railway and the Oregon State Highway requesting immediate action on the proposition of building a super-highway acrossYoungs Bay from Astoria to the Airport. This access highway to our airport is vitally needed in the National Defense program.
>
> "Inasmuch as major improvements are contemplated by the S. P.& S. Railway on this trestle, the time is opportune for the construction by the Highway Commission of the highway paralleling the tracks on the Railroad.
>
> "The Chamber of Commerce would appreciate an immediate hearing before the Highway Commission, at which time the officials of the S. P.& S. Railway will be present with Chamber officials to discuss the matter with the Highway Commission members.
>
> "Please let us hear from you relative to an agreeable date for such hearing."

I supposed that a similar letter was written to the Highway Commission, although there is nothing to show. Under date of May 9th we received a copy of a letter written to the Highway Commission by the West End Development League of Astoria regarding this matter.

In view of the information we had obtained in Salem, we started the reconstruction work with respect to the railway's bridge. As previously stated, because of the condition of this bridge it is now too late, as we see it, to change our plans.

Very truly yours,

Thomas

Chief Engineer.

CFT-p

RECEIVED
FEB 16
FOR FILING

AGENDA

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

U-E-115 (14)

6777

1-2

Salem, Oregon
January 11, 1949

SUBJECT: R 13419

To: Mr. H. B. Glaisyer
Secretary

Office

Dear Mr. Glaisyer:

Will you please place on the agenda for the next meeting the matter of option given by Jalmar Mattson and Gertrude Mattson on the Youngs Bay Bridge-Lewis and Clark River Section of the Oregon Coast Highway in Clatsop County.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza ma.
J. W. DeSOUZA
Assistant Counsel

JWD:MA

cc - Mr. J. W. DeSouza

R. E.

RECEIVED
JAN 10 '[illegible]
FOR FILING

4 F-115 (14)

[illegible]

Salem, Oregon
January 10, 1949

Cross Referenced To:
Adm
Letters
Comm

Mr. H. G. Smith

Reference is made to your letter of January 7, in connection with possible adoption of the highway location across Youngs Bay, south of Astoria. It is not intended to adopt any location at this time, but what the Commission does intend is to defer the purchase of rights of way on either route until it is definitely determined which is the best route. As you know, we were buying right of way on the route near the present highway, but there was no immediate prospect of construction.

I think that a very careful study should be made of the points you bring out in your letter, and I would suggest that you arrange to have this done, as time permits, so that when we are confronted with the necessity of making a final selection we will have all necessary information.

W. C. Williams

WCW:ms

RECEIVED
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FOR FILING

VII-F-115 (14)

3-1-7

PACIFIC GRANGE
Warrenton, Oregon

January 14, 1949

Cross Referenced to:
adm
Letters
[illegible]

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

At a regular meeting of the Pacific Grange it was voted to send the State Highway Commission a letter commending them on the proposed rerouting of Highway No. 101 across Young's Bay paralleling the Spokane, Portland and Seattle Railway, crossing the present highway near the Clatsop County Airport.

Although the Pacific Grange has a Warrenton address for the reason of being on the Warrenton rural route, its membership is scattered from Warrenton to Seaside, Oregon. One thing that the members have in common is being included in the same port district which is supported in the larger measure by taxes levied in all of Clatsop County.

We feel that this particular rerouting will make the airport more beneficial to a larger number of industries, particularly in Astoria, who may use the facilities and consequently lower the tax rate. This airport is administered by the port district. It is essential that everything possible be done to make the port self supporting.

There is no question but what the saving in distance and the making of this into a limited access road will greatly benefit the travelling public. If the highway commission has now found that this change in plans of rerouting can be accomplished at very nearly the same cost if not the equivalent cost of the previous plan, we believe this route to be far superior.

This letter is being written to show our interest and our respect to a public body that is willing to make a correction when they feel it to be to the public's good.

Sincerely,

PACIFIC GRANGE

D C Bell - Master
Margaret I. Clark - Member Legislative Committee
Richard B. Knotts " "
Harry C. Meggitt letter writer.

RECEIVED
19
COMMISSION

bb

RECEIVED
JAN 7
FOR FILING

[illegible]

Salem, Oregon
January 6, 1949

Mr. J. M. Devers
Chief Counsel
Office

Replying to your letter of December 27, having reference to appraisal of alternate route of the Oregon Coast Highway in the vicinity of Youngs Bay, you are advised that we do not have maps or descriptions of this property, as only a reconnaissance survey has been made.

In order to obtain the appraisal requested by the Commission, I would suggest you assign a right of way agent to make an appraisal, and Mr. Frank Waller, who made the engineering reconnaissance, will accompany the right of way agent over the ground and indicate to him the approximate limits of the property that would be required, were a highway to be constructed along the reconnaissance line.

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. Frank Waller

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Dec. 27, 1948

IN REPLY PLEASE
REFER TO FILE

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

With respect to the abandonment of the present location of the Youngs Bay Section of the Oregon Coast Highway, my memory is that I was instructed to make an appraisal of the new section and to report to the Commission as to the right of way costs.

Will you please furnish me with necessary descriptions and map.

NOTED
W. C. WILLIAMS

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FRC

cc- Mr. J. W. DeSouza

RECEIVED
NOV 30 1948
FOR FILING

11-F-05(41)

6117

November 29, 1948

Mr. E. R. Baldwin
City Manager
Warrenton, Oregon

Dear Mr. Baldwin:

I discussed with Mr. Banfield, Chairman, your request to attend the Highway Commission meeting to hear the engineer's report on the proposed rerouting of US101 across Young's Bay. Mr. Banfield said that the Commission wished an opportunity to discuss the report at the next meeting and will be glad to discuss it with you, if you desire, at some later time.

I will ask the Commission for permission to send you a copy of the report after the members have had a chance to study it.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

~~make copy for [illegible] Warrenton~~

MAYOR
F. M. WILSON
CITY ATTORNEY
THOS. T. CHAVE, JR.
SEASIDE, OREGON
CITY MANAGER
EMERSON R. BALDWIN
TELEPHONE 2001

CITY OF WARRENTON

WARRENTON, OREGON

COMMISSIONERS
O. V. ROBINSON
F. M. WILSON
H. C. GRAMSON
JAY H. COFFEY
NOEL B. RAWLS
AUDITOR AND
POLICE JUDGE
EMERSON R. BALDWIN

November 19, 1948

Mr. R. H. Baldock, Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

In your letter of November 12, 1948, you stated that it is the intention of the Highway Commission to hear the engineer's investigation of the proposed re-routing of Highway No. 101 across Young's Bay.

We would appreciate very much the chance to hear this discussion for our own information. The group wishing to attend is small, including possibly one or two Chambers of Commerce representatives from Clatsop County and our newly elected state senator who is very much interested in acquainting himself with the activities of some of the departments of the State of Oregon.

It may very well be that after a thorough investigation of this proposal that the returns may not be commensurable with the costs of the construction involved. It is believed in this area that the value would far exceed the cost.

The reason for wishing to attend this meeting would be to become thoroughly informed of the problem from the State Highway engineering standpoint.

Sincerely,

CITY OF WARRENTON

E R Baldwin
E. R. Baldwin
City Manager

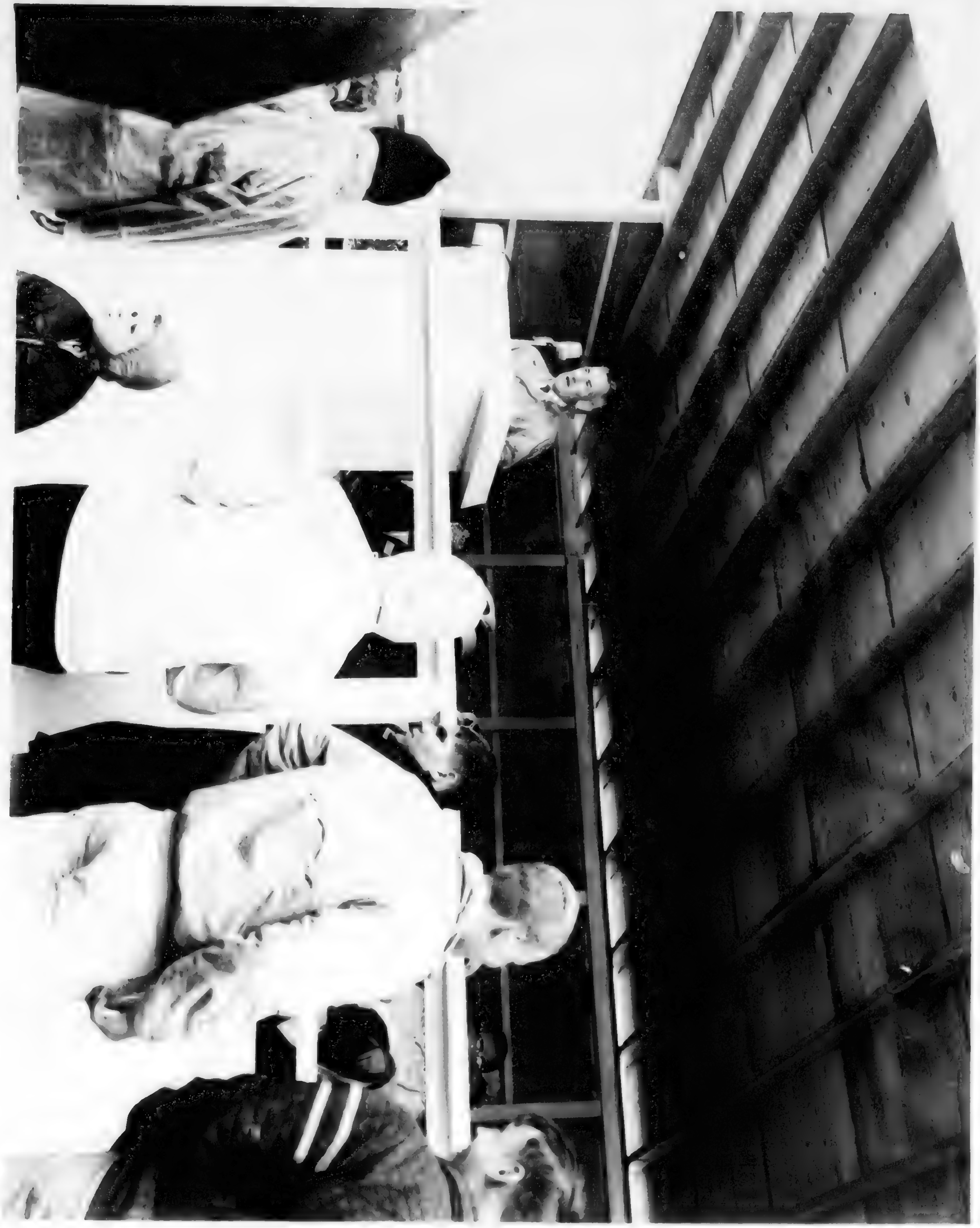
ERB:bb

REFERRED TO
Williams
By Chief Engineer

When will report
be ready, please
return file.

RECEIVED
NOV [illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

U-F-115(14) Youngs Bay Bridge Sec., 1964
Oregon Coast Hwy.
(DEDICATION)
#6197



PROGRAM

North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway and the Youngs Bay Bridge - August 29, 1964

MUSIC BY:

*The Astoria High School Band

✓INVOCATION:

*Reverend Orval M. Whitman, Pastor
First Methodist Church - Astoria

✓OPENING REMARKS:

*Chairman Glenn L. Jackson

✓INTRODUCTION OF DIGNITARIES: (by Chairman Jackson)

*Commissioner Kenneth N. Fridley

*Commissioner David B. Simpson
*Forrest Cooper - State Highway Engineer

Bureau of Public Roads:

*A. W. Parsons, Division Engineer - Salem

Highway Interim Committee:

*Representative William H. Holmstrom, Chairman - Astoria

Senator R. F. Chapman, Vice Chairman - Coos Bay

Senator John J. Inskeep, Member - Oregon City

Other Legislators:

*Senator Daniel A. Thiel - Astoria

Clatsop County Court (Astoria):

*County Commissioner Verne Stratton

*County Commissioner James Scarborough

Mayors and Other City Officials:

*Mayor Harry A. Steinbock - Astoria

Mayors and Other City Officials (Cont.)

*Mayor Harold C. Gramson - Warrenton

*Mayor Robert J. Fox - Hammond

*Mayor Maurice W. Pysher - Seaside

Chambers of Commerce:

*Cecil Elliott, Vice President, Warrenton Chamber of Commerce

*W. A. TerHar, President, Seaside Chamber of Commerce

*Harry R. Swanson, Jr., President, Astoria Chamber of Commerce

Other Dignitaries:

Commander Robert Lawlis, Commanding Officer, Coast Guard Air Station - Astoria

*Mr. & Mrs. C. J. Zakrzewski, President, Astoria Regatta Association

*Captain Wm. E. Beltzer, Commanding Officer, USS Union AKA106

*Gerald W. Frank, Admiral, Astoria Regatta Association

*Graham Barbey, Admiral's Aide, Astoria Regatta Association

*Miss Carol Pedersen, "Miss Oregon for 1964" (Chaperon)

*Miss Bev MacLean, "Miss Clatsop County"
    Mrs. Foster Blake, Chaperon

*Astoria Regatta Court
    Miss Lucille Johansen) Twins
    Miss Lorraine Johansen)
    Miss Ginny Sagen
    Miss Loevonna Plamrose
    Miss Mary Carol Miles
        Mrs. William Larson, Sr., Chaperon
        Mrs. John Cederberg, Skipper, Astoria Anchor Club
        Mr. Bill Wilson, Astoria Regatta Court Chairman

*"Sally the Salmon Court"
    Miss Sherry Pederson, Queen
    Miss Sheryl Emery
    Miss Sandy Jolma
    Miss Joy Barendse
    Miss Suzanne Anderson
        Mrs. Don Riswick, Chaperon
        Mrs. Jack Marincovich, Chaperon

✓ **REMARKS:**

Mayor Harry A. Steinbock, Astoria - (Representing the cities)

✓ **REMARKS:**

Harry R. Swanson, Jr., Warrenton - (Representing the civic groups)

✓ **REMARKS:**

A. W. Parsons, Salem - (Representing the Bureau of Public Roads)

REMARKS:

Senator Daniel A. Thiel - Astoria

? **REMARKS:**

Representative William H. Holmstrom - Astoria

✓ **ADDRESS:**

Gov ✓ Warne Nunn, Executive Assistant to Governor Hatfield

~~**RIBBON CUTTING:**~~

Warne Nunn (assisted by Miss Oregon and Miss Clatsop County)

Roxanna Jane Halleaux

RECEIVED
SEP 15 1964
FOR FILING

NAME PLATES

Reverend Orval M. Whitman, Pastor, First Methodist Church - Astoria

Glenn L. Jackson

Kenneth N. Fridley

David B. Simpson

Forrest Cooper

R. L. Porter

Victor D. Wolfe

Ralph Sipprell

A. W. Parsons, Division Engineer, Bureau of Public Roads - Salem

Rep. William H. Holmstrom, Chairman, Legislative Highway Interim Committee - Astoria

Sen. R. F. Chapman, Vice Chairman, Highway Interim Committee - Coos Bay

Rep. Norman R. Howard, Member, Highway Interim Committee - Portland

Sen. John J. Inskeep, Member, Highway Interim Committee - Oregon City

Rep. Ken Maher, Member, Highway Interim Committee - Portland

Sen. Daniel A. Thiel - Astoria

Commissioner Verne Stratton, Clatsop County Court

Commissioner James Scarborough, Clatsop County Court

Mayor Harry A. Steinbock - Astoria

Mayor Harold C. Gramson - Warrenton

Mayor Robert J. Fox - Hammond

Mayor Maurice W. Pysher - Seaside

Dr. R. G. Butler, President, Warrenton Chamber of Commerce

W. A. TerHar, President, Seaside Chamber of Commerce

Harry R. Swanson, Jr., President, Astoria Chamber of Commerce

Commander Robert Lawlis, Commanding Officer, Coast Guard Air Station - Astoria

Mr. C. J. Zakrzewski, President, Astoria Regatta Association

Mrs. C. J. Zakrzewski

Gerald W. Frank, Admiral, Astoria Regatta Association

Graham Barbey, Admiral's Aide, Astoria Regatta Association

Miss Carol Pedersen, "Miss Oregon for 1964"

Miss Bev MacLean, "Miss Clatsop County"

Astoria Regatta Court:
- Miss Lucille Johansen
- Miss Lorraine Johansen
- Miss Ginny Sagen
- Miss Loevonna Plamrose
- Miss Mary Carol Miles
  - Mrs. William Larson, Sr., Chaperon
  - Mrs. John Cederberg, Skipper, Astoria Anchor Club
  - Bill Wilson, Astoria Regatta Court Chairman

"Sally the Salmon Court"
- Miss Sherry Pederson, Queen
- Miss Sheryl Emery
- Miss Sandy Jolma
- Miss Joy Barendse
- Miss Suzanne Anderson
  - Mrs. Don Riswick, Chaperon
  - Mrs. Jack Marincovich, Chaperon

Warne Nunn

Miss Susan Elrod (Mr. Cooper's granddaughter)

STATE HIGHWAY AND COUNTY ROAD CONSTRUCTION PROJECTS

ASTORIA AREA

Projects contracted in the last five years and
also those projects approved for construction

August, 1964

PROJECTS ON STATE HIGHWAY SYSTEM

			Year Constructed	Estimated Cost
1.	Columbia River	Wauna-Westport, 2.5 mi. grading paving and bridge	1951	$ 572,000
2.	Columbia River	Westport-Clatskanie, 8.9 mi. grading and paving	Under Const.	4,120,000
3.	Oregon Coast US 101	Astoria (Columbia River) Bridge Bridge Structure (3 contracts)	Under Const.	24,500,000
4.	Oregon Coast US 101	Oregon Approach to Columbia River Bridge, grading, paving & structure		1,300,000
5.	Oregon Coast US 101	Astoria-Camp Rilea (N. Unit), 3.3 mi. grading, paving & bridge	1964	4,250,000
6.	Oregon Coast US 101	Dooley Bridge	1960	14,000
7.	Oregon Coast US 101	Elk Creek Bridge	1964	86,200
8.	Sunset US 26	Elsie-Quartz Creek, 4.0 mi. paving	1963	73,000
9.	Sunset US 26	Quartz Creek-Tillamook Co. Line, 7.0 mi. paving	1960	115,600
10.	Nehalem Secondary ORE 202	Vesper-Mist, 7.5 mi. paving	1961	116,500
				$35,155,100

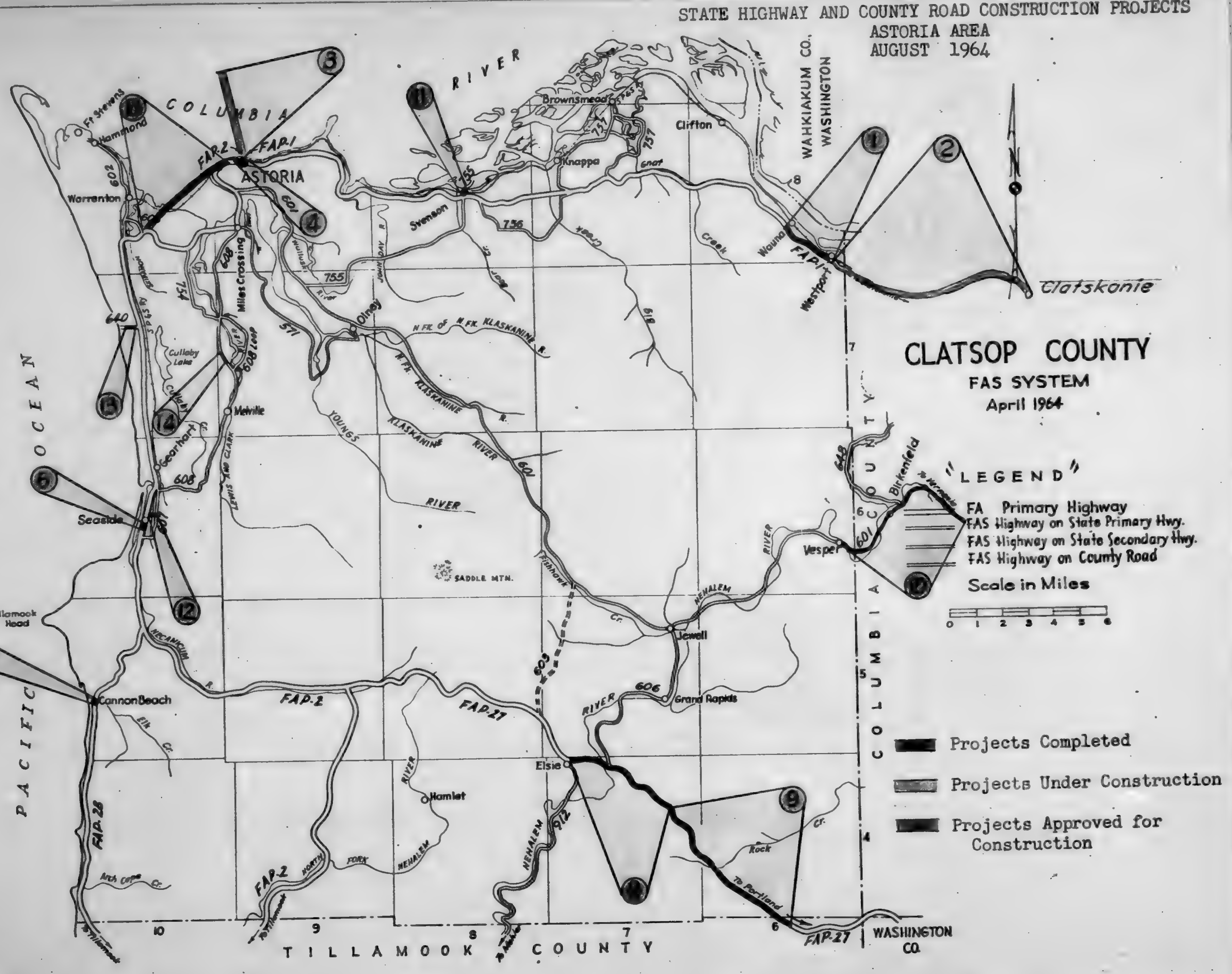
PROJECTS ON COUNTY ROADS

11.	Svensen Island	Svensen Slough (Ferris Creek) Bridge	1960	$ 47,600
12.	Neawanna	Neawanna Creek Bridge in Seaside	1960	51,000
13.	Sunset Beach	Sunset Lake Bridge	1963	73,500
14.	Lewis & Clark River	Camp Creek Section, 35 mi. grading	Under Const.	14,900
				$ 187,000

SUMMARY

	Completed or Under Contract	Approved for Construction	Total
State Highway Projects	$33,847,700	$1,300,000	$35,147,700
County Road Projects	187,000		187,000
	$34,034,700	$1,300,000	$35,334,700

STATE HIGHWAY AND COUNTY ROAD CONSTRUCTION PROJECTS
ASTORIA AREA
AUGUST 1964



RECEIVED
AUG 19 1964
FOR FILING

6177

Same letter written
to the attached list.

August 18, 1964

Hon. Harry A. Steinbock
Mayor of Astoria
City Hall
Astoria, Oregon

Dear Mayor Steinbock:

It is with considerable pride that the Oregon State Highway Commission prepares to dedicate the North Unit of the Astoria-Camp Rilea Section of the Oregon Coast Highway and the Youngs Bay Bridge which is a part of this section. This relocated section of the Oregon Coast Highway will be of major assistance to both through and local traffic.

The Highway Commission cordially extends to you an invitation to be present at this dedication ceremony. The time established is Saturday, August 29, at 2:00 p.m. PDT. The site of the dedication will be Smith Point.

Five minutes have been allotted to you for appropriate remarks representing mayors of the area.

Will you please mark the appropriate box on the enclosed postcard and return at your very earliest convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure
cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

Dr. R. G. Butler, President
Warrenton Chamber of Commerce
Warrenton, Oregon

Representing civic groups in the area.

B. M. French, Regional Engineer
Bureau of Public Roads
412 Mohawk Building
Portland 4, Oregon

Representing the BPR

Representative William H. Holmstrom, Chairman
Legislative Highway Interim Committee
Post Office Box 270
Astoria, Oregon

Senator Daniel A. Thiel
2625 Irving Avenue
Astoria, Oregon

RECEIVED
AUG 19 1964
FOR FILING

[illegible]

6199

August 18, 1964

Same letter written
to the attached list.

Mr. Harry R. Swanson, Jr., President
Astoria Chamber of Commerce
270 - 14th
Astoria, Oregon

Dear Mr. Swanson:

It is with considerable pride that the Oregon State Highway Commission prepares to dedicate the North Unit of the Astoria-Camp Rilea Section of the Oregon Coast Highway and the Youngs Bay Bridge which is a part of this section. This relocated section of the Oregon Coast Highway will be of major assistance to both through and local traffic.

The Highway Commission cordially extends to you an invitation to be present at this dedication ceremony. The time established is Saturday, August 29, at 2 p.m. PDT. The site of the dedication will be Smith Point.

Will you please mark the appropriate box on the enclosed postcard and return at your very earliest convenience so that we may make the necessary seating arrangements on the platform.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

Same letter written
to the attached list.

cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

W. A. TerHar, President
Seaside Chamber of Commerce
West 6th Street
Gearhart, Oregon

C. J. Zakrzewski, President
Astoria Regatta Association
Post Office Box 630
Astoria, Oregon

Gerald W. Frank, Admiral
Astoria Regatta Association
Meier & Frank Company
400 High N. E.
Salem, Oregon

Graham Barbey, Admiral's Aide
Astoria Regatta Association
Post Office Box 630
Astoria, Oregon

Hon. Harold C. Gramson
Mayor of Warrenton
147 South Main
Warrenton, Oregon

Hon. Robert J. Fox
Mayor of Hammond
City Hall
Hammond, Oregon

Dr. T. Rex Baldwin
Mayor of Gearhart
City Hall
Gearhart, Oregon

Hon. Maurice W. Pysher
Mayor of Seaside
City Hall
851 Broadway
Seaside, Oregon

Senator R. F. Chapman, Vice Chairman
Legislative Highway Interim Committee
Post Office Box 242
Coos Bay, Oregon

Representative Robert Smith, Secretary
Legislative Highway Interim Committee
Post Office Box 429
Burns, Oregon

Representative Carl Back, Member
Legislative Highway Interim
Committee
Star Route
Port Orford, Oregon

Senator Edward Fadeley, Member
Legislative Highway Interim
Committee
260 Sunset Drive
Eugene, Oregon

Representative Norman Howard, Member
Legislative Highway Interim
Committee
5230 S. E. 37th Avenue
Portland, Oregon 97202

Senator John J. Inskeep, Member
Legislative Highway Interim
Committee
810 Center Street
Oregon City, Oregon

Representative Ken Maher, Member
Legislative Highway Interim
Committee
10401 S. W. 35th Drive
Portland 19, Oregon

Senator Anthony Yturri, Member
Legislative Highway Interim
Committee
1051 S. W. 5th Street
Ontario, Oregon 97914

A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Commander Robert Lawlis
Commanding Officer
Coast Guard Air Station
Astoria, Oregon

Hon. Guy Boyington
Clatsop County Judge
Courthouse
Astoria, Oregon

Hon. Verne Stratton
Clatsop County Commissioner
Courthouse
Astoria, Oregon

Hon. James Scarborough
Clatsop County Commissioner
Courthouse
Astoria, Oregon

Astoria Regatta Court
   Miss Lucille Johansen
   Miss Lorraine Johansen
   Miss Ginny Sagen
   Miss Loevonna Plamrose
   Miss Mary Carol Miles
   Mrs. William Larson, Chaperone
c/o C. J. Zakrzewski
Post Office Box 630
Astoria, Oregon

Sally the Salmon Court
   Miss Sherry Pederson, Queen
   Miss Sheryl Emery
   Miss Sandy Jolma
   Miss Joy Barendse
   Miss Susanne Anderson
c/o C. J. Zakrezewski
Post Office Box 630
Astoria, Oregon

Miss Bev MacLean
"Miss Clatsop County"
c/o C. J. Zakrezewski
Post Office Box 630
Astoria, Oregon

file

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
August 13, 1964

Pertinent Items re:

ASTORIA-CAMP RILEA SECTION -- US101

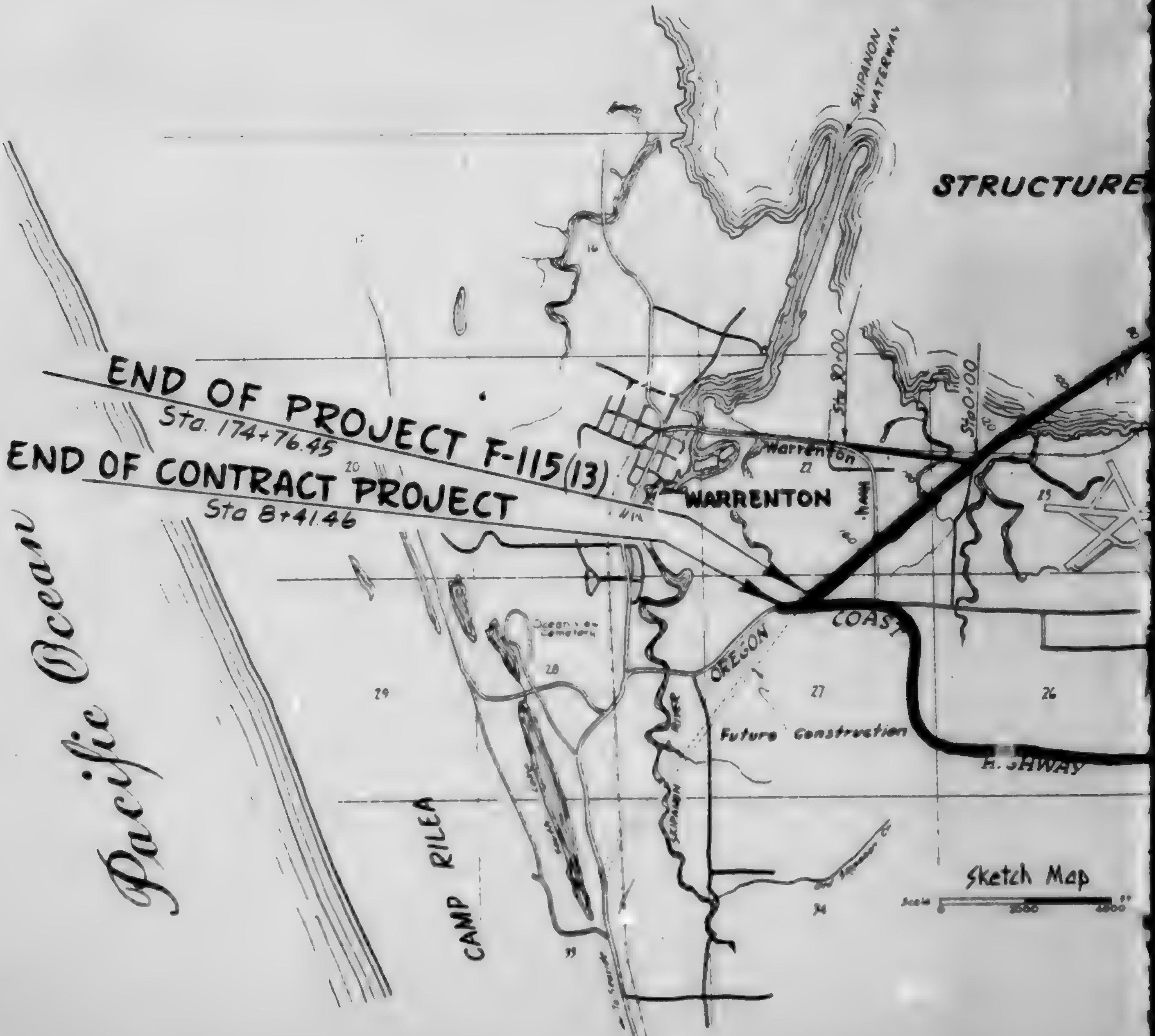
1.	Total cost of project	$ 4,250,000
2.	Distance saving (7.44 old vs. 3.32 new)	4.12 mi.
3.	Estimated 1964 ADT on new line	3,500
4.	Annual (1964) saving in vehicle operation costs	$ 263,000/yr.
5.	Annual (1964) savings in vehicle time costs	$ 283,000/yr.
6.	Total Annual (1964) savings to motorists	$ 546,000/yr.
7.	Estimated 1984 ADT on new line	6,000
8.	Average annual saving to motorists over 20-year period	$ 735,500/yr.
9.	$735,500 @ 3% for 20 years will amortize initial capital expenditure of $10,950,000; or two and one-half times the actual cost of the project.	
10.	Grading work started June 1961 Bridge construction started March 1963	

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2B,2C	Typical Section & Summary
3	Plan
3A	Profile
4-7	Plan & Profile
7A	Warrenton Connection Plan & Profile
8-9	Plan & Profile

Dwg. No's.
2085 } R/W Fence
2085A } R/W Fence
2091 CMP Installation Details
2112 Sloped Ends for CMP

STATE OF
STATE HIGHWAY
PLANS FOR PROPOS
GRADIN
NORTH
ASTORIA-CAMP R
OREGON COAST
CLATSOP CO
MARCH,

DEDICATION SITE



CONVENTIONAL SIGNS
- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

7V-50

N. U ASTORIA-CAM RILEA SEC. OREGON COAST HIGHWAY Clatsop County				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-115(13)		See Index

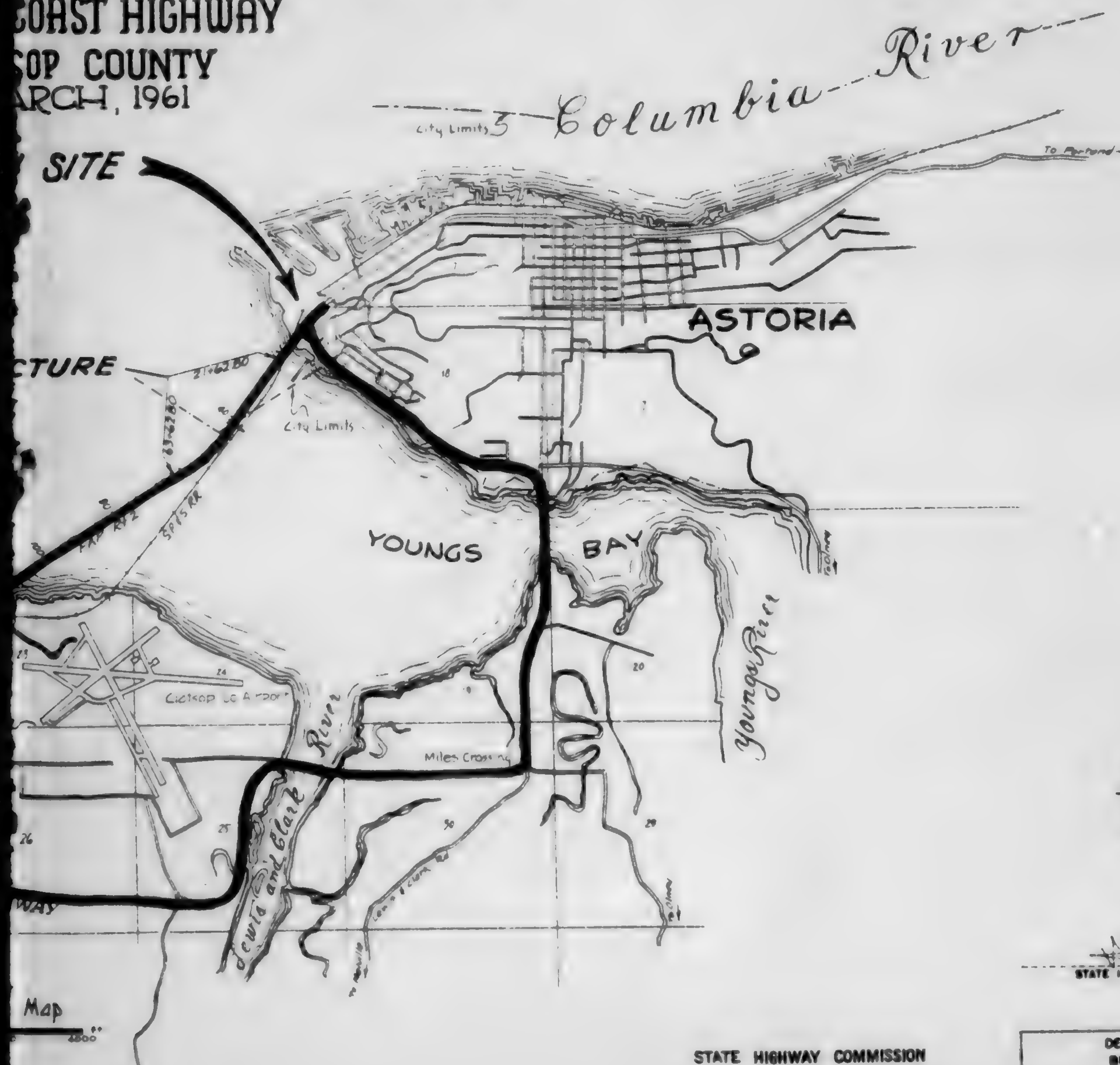
AS CONSTRUCTED
9-62 CONTRACT 5874

OF OREGON
VAY DEPARTMENT

ROPOSED PROJECT
RADING

TH UNIT
P RILEA SECTION

COAST HIGHWAY
SOP COUNTY
ARCH, 1961



1346
W. C. WILLIAMS
AUG 4, 1927

STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

M.K. McIver	Chairman
Kenneth N. Fridley	Commissioner
Glenn L. Jackson	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER DATE

AUG 11 1964

FOR FILING

Salem, Oregon
August 11, 1964

Mr. R. L. Porter
Deputy State Highway Engineer

OFFICE

Bill Holmstrom called this date and stated that a local group wished to have a small dedication of the Youngs Bay Bridge. He was going to contact the Governor to see if he could do this as a part of the planned (he thought) trip to take in the annual regatta.

Mr. Holmstrom will check with the Governor's office and then call us. We should be sure that there is no conflict with an apparent dedication being sponsored by the City of Warrenton.

Forrest Cooper
State Highway Engineer

FC:ms
cc Mr. Victor D. Wolfe

4-3323 Fort Stevens State Park Bath 1962
House
#6198

RECEIVED
JUL 29 1963

FOR FILING
[illegible]

6198

July 26, 1963

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen

On May 28, 1963, we wrote to you concerning release of final payment on contract #6198, awarded to Albert J. Mittet, for bath house in Fort Stevens State Park, Clatsop County.

Final payment on this contract is $3,372.05 and the total contract amount is $40,286.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Martin Knutsen & Son
375 - 12th
Astoria, Oregon

cc: Mr. Albert J. Mittet
P. O. Box 654
Astoria, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 28 1963

FOR FILING

[illegible]
C198

May 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 7 on Contract 6198. The contract was with Albert J. Mittet and was for work on the Fort Stevens State Park Bath House in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective May 27, 1963, and that you concur in this procedure at the Commission meeting on June 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

Surety letter written May 28, 1963

RECEIVED
JAN 8 1963

FORM [illegible]

FOR FILING

4 [illegible]

6198

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

Albert J. Mittet began work on the Fort Stevens State Park Bath House in Clatsop County, Contract No. 6198, on December 26, 1962.

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query

NOTED
FLOYD QUERY

FORM 5-129
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
DEC 21 1962
FOR FILING

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 21, 1962

Mr. Albert J. Mittet
P. O. Box 654
Astoria, Oregon

Dear Sir:

The State Highway Commission on December 20, 1962 awarded to you State Highway Contract No. 6196 for the following project:

Construction of Fort Stevens State Park
bath house, Clatsop County.

This award was based on your low bid of $20,374.00 which was submitted to the Commission on December 18, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

CC:
Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant
Park. Dept.

I-80N-2(27) West Hood River U'Xing at 1962
61 West Hood River Interch. in
#6199 Hood River, Columbia River Hwy.

I-80N-2(27) West Hood River U'Xing at 1962
61 West Hood River Interch. in
#6199 Hood River, Columbia River Hwy.

RECEIVED
NOV 10 1967
FOR FILING

I-80N-2(27)61

C

November 10, 1967

Mr. A. E. Almcrants
County Executive
Hood River County Board
of Commissioners
County Courthouse
Hood River, Oregon 97031

Dear Mr. Almcrants:

Thank you for your letter of November 8. The West Cliff Drive matter is an old perennial that we have been involved in for many years. We have a large file having to do with access from West Cliff Drive, which matter was taken to the highest level in the Bureau of Public Roads. The answer in all cases was no. I am well aware of the local situation but, in spite of repeated efforts, have been unable to do anything about it.

The ingress and egress to the area being somewhat awkward under the present setup, I doubt the feasibility of establishing a rest area there. We have, as you know, public facilities a little easterly of Hood River on the freeway and also a short distance westerly of Hood River; therefore, I can give you no encouragement.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. W. Rulien

HOOD RIVER COUNTY
FRUIT RECREATION INDUSTRY

A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS
P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

November 8, 1967

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

One of our newly appointed members to the County Board of Equalization, and an eminently qualified business man in the County, has mentioned the feasibility of developing the park area on the West Cliff frontage road into an acceptable "Rest Area".

I know there are other areas along the freeway and, conceivably, further development of this limited area does not fit into the overall master plan. On the other hand, the area is currently available, it has been used for a number of years, and there still is a real need for adequate ingress and egress to the business enterprises that are located along this stretch of road from the overpass westerly to the Meredith Gorge Motel.

We all are aware of the limitations on available capital, but if some consideration could be given to the problem there are many who would be most appreciative.

Sincerely,
A. E. Almcrants
A. E. Almcrants
County Executive

AEA/dl

CC/ Les Bausch

NOV 10 1967
OFFICE OF
STATE HIGHWAY ENGR

NOTED
FORREST COOPER

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FEB 24 1966

32-12

Mr. A. K. Almcrants, County Executive
County of Hood River
Board of Commissioners
Hood River, Oregon 97031

Dear Mr. Almcrants:

In letter of February 11 you requested further information on actions taken in regard to modification of the West Hood River interchange on Interstate Route 80N.

The questions listed in Senator Wayne Morse's June 7, 1962, letter to Mr. George D. Bartch were submitted to the Bureau of Public Roads by Senator Morse. The following is an excerpt of our reply in which the questions were listed and followed with the information.

> Can it be shown whether local interests were informed of the content of the revised plan prior to December 1960?
>
> The diamond interchange plan which represented a revision of the plan outlined at a public hearing on March 25, 1959, was presented by the State Highway Department to the Hood River County Court on August 15, 1960. This plan was approved by the court on August 17, 1960. On October 19, 1960, Mr. George Bartch, Manager of the Hood River County Chamber of Commerce, addressed a letter to the Bureau of Public Roads regional office voicing a plea for a further hearing to afford local interests an opportunity to present their views. Subsequently, the hearing on December 19, 1960, was held by the State.
>
> Can it be shown whether local citizens and groups were called upon or invited to offer advice and suggestions prior to or at the December 1960 and July 1961 hearings?
>
> As mentioned in our previous correspondence, invitations to all interested parties were extended for the informal public hearing held in December 1960. Although no transcript of the testimony was made, the purpose of this meeting was to provide an opportunity for the State to explain the revised plan and interested parties to present their views. We are attaching an excerpt from a report by one of our engineers who attended the meeting. The report indicates that all parties were afforded

an opportunity to express their opinions and a full explanation was given by the State highway officials. The July 1961 meeting was held in the Bureau of Public Roads regional office in Portland at the request of Judge Harris A. Higgins. Those attending from Hood River were Harris A. Higgins, Hood River County Judge, Earl A. Moore, Hood River Commissioner, W. T. Hukari, Hood River Commissioner, Mert C. Perkins, County Engineer, and George J. Annala, State of Oregon Representative for Hood River. The following quote from a report on the meeting indicates that the members of the County Court fully advanced their suggestions and detailed explanation was given of the disadvantages of the proposed local plan and the basis of our approval of the State's plan.

> "It was the County Judge's suggestion, supported by his commissioners and the County Engineer, that westbound traffic should be provided with an off-ramp in the vicinity of the interchange, but for travelers making this move, to continue on to Portland and the west they would be required to traverse the frontage road on west for some considerable distance where an on-ramp westbound would be provided. Similarly on the south side of the roadway this delegation argued for an eastbound off-ramp for the same point which would mean that to resume journey on the Interstate one would have to traverse a two-way frontage road up to the interchange area and there they would be provided with a ramp to get back on the freeway."

Are figures available to indicate the comparative costs of: the original plan, the revised plan, the plan advanced by local citizens?

Comparative estimates were not made by the State of the costs of the three plans. The original plan as presented by the State contained two structures over the Interstate route and additional lengths of frontage roads. The additional structure required under the original plan would cost at least $75,000. The design proposed by the local citizens would require approximately 2,200 feet of two-way frontage road on each side of the freeway. Approximately 1,000 feet of the frontage road on the north side of the freeway would be on the same alinement as the existing service road, however this would have to be improved to handle the additional traffic that would be forced to use it in order to reach the freeway. This same condition existed on the south side of the freeway also.

> What has been the position of the Oregon State Highway Department in this matter?
>
> Although the Oregon State Highway Department engineers originally developed the design as a split-diamond interchange, they readily understood the operational hazards involved and prepared and explained the advantages of the revised plan at the public hearing in December 1960.
>
> Are there reasons other than cost that the plan advanced by local citizens would not be satisfactory?
>
> The plan advanced by the local interests would require that westbound traffic leaving the Interstate at the interchange plus those wishing to turn west on the Interstate from the intersecting road to travel approximately one-half mile along a two-way frontage road, with unlimited access points, to reach the freeway on-ramp. This plan offers no advantage to the motorist and would increase operational and maintenance costs, in addition to the additional exposure to hazardous traffic conditions.
>
> Are there issues as to the location of the proposed interchange as to which the further expression of citizen opinion, either in the form of a public hearing or in any other form, would be useful?
>
> Careful consideration of the local proposal has been given by the State and the Bureau of Public Roads. We sincerely believe that the State's design as now approved and under contract for construction since January 1962, is in the overall public interest. While we are always ready to confer with any party with problems pertaining to the development of the Interstate System, we are not aware of any factors which would indicate a further public hearing or conference would serve a useful purpose.

As shown in our answer to Senator Morse's final question, we are not aware of any factors which would indicate that the matter should be reopened. We are always interested in being informed, through the Oregon State Highway Department, of any new information which might affect the design of Interstate Route 80N through Hood River County. In addition, you may feel free to call upon our division engineer at the Bureau of Public Roads field office in Salem.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

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FEB 20 [illegible]
OFFICE OF
[illegible]

A. E. ALMCRANTS
COUNTY EXECUTIVE

TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
FRANK RYPCZYNSKI
JERRY ROUTSON
CLARENCE N. AMOTH

HOOD RIVER, OREGON

667

February 11, 1960

U. S. Department of Commerce
Bureau of Public Roads
Washington, D. C. 20235

Attention: Mr. Rex N. Whitton

Dear Mr. Whitton:

I have received several letters from property owners in the Westcliff Drive area of Hood River County as their business endeavors have suffered tremendously. I know we have a voluminous file as the proposed overpasses and frontage road alignments have been discussed quite extensively. Forest Cooper and his associates in the Oregon State Highway Department have been involved and apparently have been subject to a great deal of ciriticism for something that is presumably out side of their control. I may be criticized for reopening a dead issue but I find that there is not only a great deal of resentment but the businesses have been affected to a point where the operators are unprofitable and the people remain in some cases only because they have a substantial investment and could not sell the property for anywhere near a reasonable price.

Recently the property owners related to me that hearings were held and there was some area of agreement but they feel the "as built" was substantially different. Our search of the records indicate that the former County Court, on August 17, 1960, approved a project but we have no record of the details. The property owners felt that there was to be two overpasses and a letter from Senator Wayne Morse to the Chamber of Commerce, dated June 7, 1962, indicated that there were certain questions to be answered but there appears to be no record as to answers which were presented to you by the Senator. The questions as developed in the letter, a copy of which is attached, may have produced satisfactory answers and I only wish we could find a copy of the answers. If such answers are in your files we could use the material to good advantage from a public relations standpoint. On the other hand, the answers would only be of an informative nature and would not solve the matter of decreasing sales, loss of business, decreased property values, and etc. I would hope that the case may be opened so as to pave the way for means to improve the road system for the service stations, restaurant, and snack bar, and allow them to recoup the business that has been lost under the present alignment.

The property owners would be most appreciative if you could give them consideration and the Board of Commissioners and the County generally would feel that the property owners had been given fair treatment at the Federal level.

Sincerely,

A. E. Almcrants

A. E. Almcrants
County Executive

ABA/dl

Enclosures/ 2

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 9, 1963

1963
HW 30 file

Mr. George D. Bartch, Manager
Hood River County Chamber of Commerce
Hood River, Oregon

Dear Mr. Bartch:

Reference is made to your recent letter which concerns more or less direct access from Interstate Highway 80N to the West Side district in your community. I assume that Mr. Kirby feels that because of a short backtrack movement considerable inconvenience will result. The Highway Department has studied and is aware of this condition, but it is felt that this particular traffic maneuver will require a very few minutes of time and should not prove unduly annoying after the present plan has been put into operation.

Because of past discussions on certain design features in this area, the Department feels that the present plan should be put into operation and tried for a reasonable period. If there is something about this scheme that causes inconvenience or hardship on anyone involved, adjustments or remedies could then be considered.

The Department will watch this situation, and we thank you for calling it to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter

R. L. Porter
Deputy State Highway Engineer

RLP:ms

[illegible] HW 30 [illegible]

J. W. FULBRIGHT, ARK., CHAIRMAN

JOHN SPARKMAN, ALA.
HUBERT H. HUMPHREY, MINN.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
RUSSELL B. LONG, LA.
ALBERT GORE, TENN.
FRANK J. LAUSCHE, OHIO
FRANK CHURCH, IDAHO
STUART SYMINGTON, MO.
THOMAS J. DODD, CONN.

ALEXANDER WILEY, WIS.
BOURKE B. HICKENLOOPER, IOWA
GEORGE D. AIKEN, VT.
HOMER E. CAPEHART, IND.
FRANK CARLSON, KANS.
JOHN J. WILLIAMS, DEL.

CARL MARCY, CHIEF OF STAFF
DARRELL ST. CLAIRE, CLERK

United States Senate

COMMITTEE ON FOREIGN RELATIONS

June 7, 1962

Mr. George D. Bartch
Port of Hood River Commission
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

This is in further reference to your recent letters of April 3 and April 30 which received a partial response in my letter of May 7. My letter enclosed Federal Highway Administrator Whitton's letter of March 21 setting forth the Highway Administration's position as to the sufficiency of the hearings that were held in March 1959, December 1960, and July 1961.

In contrast, you have presented the statements of some very public spirited local citizens who are of the opinion that neither advice nor suggestions were solicited of them at the second and third hearings dealing with the Revised Plan, nor were these citizens consulted about this plan at any other time, and thus the requirements for a true public hearing were not met.

From a re-examination of the Administrator's March 21 letter, it appears to me that the Federal Highway Administration has been less than explicit upon this vital point, and there is no reason why they should not clarify the matter.

Several other points were brought into sharper focus by your correspondence including that of the cost of the Revised Plan as compared to the plan advanced by local interests. There is some doubt in my mind as to the comparative costs, and I believe this data might also be usefully furnished by Mr. Whitton.

Accordingly, I am again bringing this case to the attention of the Federal Highway Administrator with the request that he furnish me with a reply directly responsive to the following questions:

1. Can it be shown whether local interests were informed of the content of the Revised Plan prior to December 1960?

[illegible]

2. Can it be shown whether local citizens and groups were called upon or invited to offer advice and suggestions prior to or at the December 1960 and July 1961 hearings?

3. Are figures available to indicate the comparative costs of:

a. The original plan

b. The Revised Plan

c. The plan advance by local citizens

4. What has been the position of the Oregon State Highway Department in this matter?

5. Are there reasons other than cost that the plan advanced by local citizens would not be satisfactory?

6. Are there issues as to the location of the proposed interchange as to which the further expression of citizen opinion, either in the form of a public hearing or in any other form, would be useful?

I believe that specific answers to these questions will go a long way toward finally resolving the differences that exist, and I shall do everything possible to obtain these answers.

As soon as I have the Administrator's reply, you may be sure that I will be in touch with again.

In the meantime, please let me know if I can be of further assistance to the Port Commission in any way.

With kind regards,

Sincerely,

Wayne Morse

Wayne Morse

WM:pn

CC Whit

MAR 21 1962

32-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

This is in further reply to your communication of February 13 in which you transmitted letters of February 6 from Mr. G. D. Bartch, Manager of the Hood River County Chamber of Commerce, objecting to the type of access proposed for Interstate 80N in the vicinity of Hood River, Oregon.

The preliminary sketch for two partial interchanges connected by frontage roads were presented as a possible design at a public hearing in March 1959. Further study showed that the Hood River area could be adequately served by one conventional interchange including provision for all traffic movements with an increase in the safety and facility of the highway and a saving of public highway funds in the cost of an additional structure and necessary rights-of-way. The revised plan for the interchange was submitted by the State at a second hearing in December 1960. All interested parties were invited to attend. We understand that Mr. Bartch was unable to be present but his organization was represented. A third meeting was held in the Bureau of Public Roads regional office in Portland in July 1961 and Hood River officials were informed of Public Roads approval of the single, conventional interchange, as submitted by the State, and the bases for that approval.

We believe that every attempt was made during the development of these preliminary plans to keep interested parties informed, and the citizens of Hood River were accorded fair and considerate treatment; also the statutory requirements for public hearings have been fully satisfied.

As the legislation prohibits gas stations, motels, restaurants and other service facilities on the right-of-way of the Interstate highway, it will be necessary for motorists traveling these expressways to seek such accommodations as exist on other highways. U.S. Route 30 will be retained as a frontage road and proper signs will be placed on the Interstate highway directing attention to the locations of existing service facilities.

we appreciate the opportunity of reporting to you on this matter. A similar inquiry was received from Representative Al Ullman who was advised substantially as above. If we may be of further service, please let us know.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

cc:
Administrator
Mr. Mickle - Mr. Turner
Files (2)
CC Unit - Control No. PR 10861
B. M. French, Reg. Engr.
C. G. Polk, Div. Engr.
C. E. Mannerov
Reader file - Room 902

EWJohnson:lfb 3-16-62

Cleared Through
Administrator's Correspondence Unit

We appreciate the opportunity of reporting to you on this matter. A similar inquiry was received from Representative Al Ullman who was advised substantially as above. If we may be of further service, please let us know.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

cc:
Administrator
Mr. Mickle - Mr. Turner
Files (2)
CC Unit - Control No. PR 10861
B. M. French, Reg. Engr.
C. G. Polk, Div. Engr.
C. E. Mannerov
Reader file - Room 902

EDJohnson:lfb 3-16-62

Cleared Through
Administrator's Correspondence Unit

RECEIVED
FEB 8 - 1966

FOR FILING

I-80N-2(27)

6199

February 7, 1966

Mr. A. E. Almcrantz
County Executive
County of Hood River
  Board of Commissioners
County Courthouse
Hood River, Oregon

Dear Mr. Almcrantz:

Your letter of February 2 and my answer to your letter of January 25 on the subject of access to Highway 80N westerly of Hood River apparently crossed in the mail.

As indicated to you in my letter of February 3, I do not believe that additional activity in connection with this matter would be fruitful.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
  F. B. Klaboe
  Victor D. Wolfe
  H. S. Cox
  J. F. Putnam

HOOD RIVER COUNTY
FRUIT RECREATION INDUSTRY

A. E. ALMCRANTS
COUNTY EXECUTIVE

TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
FRANK RYPCZYNSKI
JERRY ROUTSON
CLARENCE N. AMOTH

HOOD RIVER, OREGON

February 2, 1966

Oregon State Highway Department
Salem
Oregon

Attention: Forest Cooper

Dear Mr. Cooper:

[illegible]

On January 25, 1966 I sent you a letter with copies of letters I had received from Mrs. Hesler and Mr. Jones expressing concern over their loss of business along Westcliff Drive. Today I received two more letters and one was delivered personally by John A. May who felt that the property owners and business operators had not been treated fairly. On questioning I find that the people are somewhat agrieved as promises had been made that the matter would be pursued and suggested that the situation should be allowed to function for a year and then something would be done if the situation did not improve. Apparently more than a year has elapsed and the situation has become untenable, in fact one business has been forced to close and others are on the verge of closing. There is a general feeling that precedents have been established in allowing ingress and egress to Roadside Rests on the premise that no hazard has been created, but then disallow a convenient and practical exit in the case of the business operators on Westcliff Drive which were in evidence at the time the highway improvements were made.

Most everyone, of course, is appreciative of the highway improvements but the property owners and business people along the frontage road from the overpass to the motels share a somewhat different opinion.

I certainly would like to make a most sincere appeal to you to assist the people in question to gain an adequate exit on the West end of the Westcliff Drive with the greatest dispatch possible before they are forced out of business and we lose facilities that are most desirable in this area.

Sincerely,

A. E. Almcrants

A. E. Almcrants
County Executive

AEA/dl
Enclosures/ 2
CC/ Senator Wayne Morse
John May
Irvin D. Johnson

RECEIVED
FEB 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1966
OREGON
STATE HIGHWAY COMMISSION

1-31-66

County Court
Hood River County
Hood River, Ore.

Att: Mr Almcrantz

Gentlemen:

I was talking to Betty Hesler of Hesler's Broiler the other day, and she mentioned that she had received a letter from Mr Almcrantz relative to a proposed meeting by the Court with Mr. Cooper of the Highway Department.

As some of the Court members will recall I met with them a number of times in past years concerning the access road change at Westcliff Drive and my thoughts on how it would effect business at the property I own there, the service station building and the restaurant building. I also had lengthy correspondence with the Highway Department and the Bureau of Public Roads concerning the changes and my fears on its business effect.

So that you may know the present status of business at my property I am writing this letter.

When the change was made, business took an immediate drop, that at the station the first month of 75%. I do not have the business sales figures of the restaurant. Contrary to preditions of the Highway Department, business has not picked up. Rental income of the restaurant for 1965 was $1200.00, expenses, not including depreciation $1078.06. I talked to Ken Kirby, assessor, last Friday and he informed me that we would get some tax relief this year, which will be of help, but as you can see from above it would be better to raze the building. Service station rental income 1965 was $608.85, expenses 543.86, not including depreciation.

At one time I encouraged the construction of an acceleration lane exit ~~onto~~ on 80 N at the west end of Westcliff drive. It is now my opinion that the help it would give would fall far short of alleviating the depressed business conditions of above property. The location of the overpass at the east end could not have more effectively placed to ~~to~~ block vision and traffic, and that is what has killed the business.

As this problem is the direct result of the highway change, I feel that the only fair way or thing to do would be to reimburse a property owner on a reasonable basis for the value of the property.

This has turned out to be a more lengthy letter than I intended it to be. However, there may be some questions in your opinion that are still unanswered. If so, do not hesitate to call me.

Yours very truly,

Irwin W. Johnson

John A May
Rt. 4, Box 226
Hood River, Oregon

Mr. Al Almcrants
County Executive
Hood River, Oregon

Dear Mr. Almcrants:

We are owners of the Mobil Service Station and other property on Westcliff drive in the business section west of Hood River. The Service Station was built in 1954 and has operated continuously since then. We built an Ice Cream store on the property in 1957 which was leased and operated until last year when traffic no longer afforded a profit to the operator.

Attempts to secure better access to this section have resulted only in double talk from the State Highway Commission and the Bureau of Public Roads.

The two other Service Stations located in that district are now closed and from the looks of things, ours will not be open long. We feel that since the businesses were both built several years before the highway change that we should either be granted access to the highway equal to the new businesses which have been built on the so called industrial site at the Hood River Port, or be compensated for our loss. It has been nearly a year since we met with the State Highway Commission officials. At that meeting they asked us to wait a year to see what happened. Two of the three service stations and the ice cream store have closed for lack of business.

We can no longer meet payments due on the property because of loss of income and are in danger of losing all of our holdings which we have owned for twelve years. If there is anything you can do to help us we will certainly appreciate it.

Very truly yours,

John A. May

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6199

February 3, 1966

Mr. A. E. Almerants
County Executive
County of Hood River
  Board of Commissioners
County Courthouse
Hood River, Oregon

Dear Mr. Almerants:

I have your letter of January 25 re access to I-80N at Hood River.

The matter of access near the old Columbia Gorge Hotel westerly of Hood River has been the subject of much debate and correspondence over a considerable period of time. Our files are quite voluminous and involve Senator Wayne Morse, Congressman Al Ullman, the County Court of Hood River, the Port of Hood River Commission, the Hood River County Chamber of Commerce, and others.

The interchange (and connecting roads and ramps as now constructed) is the only pattern that we could secure approval for construction from the Bureau of Public Roads. The Bureau has the final say in matters of this kind. The concluding reason from the Bureau consists of this statement in a letter to the Highway Department.

> "The final decision on the part of the Bureau is that a diamond interchange is adequate for the traffic and land use involved, and it is all that we could reasonably approve for service to traffic at that point."

I am sure that your files contain much correspondence on this matter.

In view of the Bureau's refusal to change its position, I doubt that anything could be gained by reopening the matter.

Very truly yours,

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe H. S. Cox J. F. Putnam

Forrest Cooper
State Highway Engineer

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

A. E. ALMCRANTS
COUNTY EXECUTIVE

TEL. 386-3970

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
FRANK RYPCZYNSKI
JERRY ROUTSON
CLARENCE N. AMOTH

HOOD RIVER, OREGON

January 25, 1966

Oregon State Highway Department
Salem
Oregon

Attention: Forest Cooper

Dear Mr. Cooper:

Since I have been in Hood River County I have heard comments about the detrimental effect that the Freeway has had on road side business, particularly on the Westerly side of the City of Hood River and North of the Freeway. The two motels apparently seem to fare satisfactorily, at least I have not heard from them. The service stations and the restaurant are having their problems and the roadside park does not have significant use.

I know that this has been discussed before but I feel it does warrant some additional improvement.

I have received two letters which I believe present the situation and I will enclose copies and not elaborate.

Your assistance in correcting this situation will be appreciated by the merchants involved and also the community generally.

Sincerely,

A. E. Almcrants

A. E. Almcrants
County Executive

ABA/dl

CC/ Shell Oil
Hesler's Broiler

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1966
OREGON
STATE HIGHWAY COMMISSION

Route 4 Box A-33
Hood River, Oregon
Jan 6, 1966

Dear Mr. Almcrantz,

May I wish you the best for the New Year!

Although your position as County Executive is relatively new, and you probably have many other problems, I would like to bring to your attention the unfortunate position of the businesses on Westcliff Drive. Senator Ben Musa is familiar with the road and what its being closed off has done to the businesses in the area. This has also been brought before the Bureau of Public Roads in Portland and Salem by Mr. Harris Higgins and Mr. Percy Bucklin.

In August of 1964 when the road was closed off and the freeway opened up, it became necessary for motorists to start backtracking to the overpass. I feel this is a real inconvenience to the motorists as well as the business people in this area. It has certainly hurt us financially. For the first few months our sales were cut about 50%. The sales here are still about 25% less than two years ago. We are in a position where we cant afford to just close up (as the Shell station has done) We can't sell because no one will buy it for what we have into the station. We struggle along but can't make a good living here.

I believe if the road could be opened on the West end where motorists could come off the freeway and go through and back on to the freeway without having to turn around (particularly trucks, trailers, people with boats, camping trailers, etc) it would certainly improve the business as well as Hood River's public relations with the tourists. We have watched and helped people with trucks or house trailors try to turn around to go back to the overpass. Some feel there should be a sign letting them know they can't go on through. Sometimes tempers flare, others wonder how a thing like this could happen.

With spring and summer coming up and the tourist season starting I also feel our beautiful little roadside rest area at the West end of West cliff Drive is a complete loss to travelers unfamiliar with the area.

I believe without too much cost and no more than normal road hazzards, the fence could be removed at the West end of the road - I feel it would, as I said, improve public relations as well as the businesses in this area -

I sincerely believe the Highway Dept didn't realize, at the time this was done, how closing this road off would affect the businesses here - I think if they had, they surely would have left this road open -

Mr. Almerants, if anything at all can be done to get this road opened, I'm sure all the businesses on this road would be deeply grateful -, I know for sure we would.

Again our best wishes to you for the new year.

Sincerely
F. Wayne Jones
Highway Mobil

Route 4
Hood River, Oregon
January 18, 1966

Mr. Al Almcrants
County Executive
Hood River, Oregon

Dear Mr. Almcrants,

I'm sure that in your job as County Executive you receive many more complaints than praise. This letter isn't written as a complaint. It is being written to you as more of a plea for help.

As you probably know, the businesses on Westcliff Drive are having quite a struggle trying to make a living. I personally believe it is because of the way the west end of Westcliff Drive has been closed off from the freeway. My own business was going real well until that time. Since the Freeway opened and our road was blocked off at the west end, it has been a real struggle for me to even keep my bills paid, much less be able to save a little each month. My business dropped so much, I had to lay off part of my help, now even close one day a week. We used to have a lot of customers come in and order food to take out and they would go up to the little park to eat and let their children "run off some excess energy" so to speak. Now very few do this. They don't even realize we have a nice little park up here. Many people even get a bit ornery when we tell them they have to turn around and go back to the overpass to get back on to the freeway. This is bad for public relations for our whole area.

Shell service station closed last summer. This hurt our own business,too. Many of their customers would stop in to eat while having their car serviced or gassed up. Now the Standard Station has closed. That only leaves the two motels and one service station besides my resturant. Each business needs the other in a location such as this.

This kind of a situation leaves us in quite a predicament. I cannot make a good living under the present circumstances, yet I can't afford to just lock the doors. I cannot sell because no one will buy with the road being like it is. Hood River is definitely having growing pains now and I am glad to see this, although I can't see why, when there is room for more businesses, including resteurants, service stations, motels, etc., . . .why we who have been in business for years,should get closes off from the freeway and people at the East end of Hood River who put in the new businesses can have free access to the freeway. I am certainly all for these new businesses going in. I think competition is good. We need more nice places along the highways. This is nothing against the people in those businesses but I can't understand why we were closed off from the freeway when it would have been so easy to have just had a merging traffic lane going back on to the west bound freeway.

Would this be so expensive to change? I certainly can't see where it would cause any more of a road hazard than any of the many other places that are built in the same way. I really don't believe anyone, from the Highway Department down to the County Court really realized just how much this would hurt the businesses out here when the road was "still on paper". The last year and a half we have kept struggling along trying to figure out what to do or which way to turn next. I think this has been a fair trial period and our business still hasn't picked up to anywhere near what it was before this all happened.

Mr. Almcrants, I said before, this letter isn't written as a complaint to you. I feel only that there has been a big mistake made in the way the road was built, but I think it is a mistake that can be corrected. If there is anything I can do or anyone I can talk to to help in any way to get this road opened, I would certainly appreciate your letting me know. We have some small but nice businesses out here on Westcliff Drive and I have a lot of faith in Hood River County. I don't want to lose my business here because this is my Home. It is beautiful country and nice people here. I am on my own and I have to make my own living. Resteurants is the only business I know. Any suggestions you might have, Mr. Almcrants, we will all on Westcliff Drive, certainly appreciate.

Thank you so much.

Sincerely,

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FORM E-30 50M 8-62 43908

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6199

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1964

SUBJECT: Assignment #2848-A

2848a **To:**

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Installation of "Next Services 18 Miles" sign at the west Hood River Interchange requested by Mr. Irving D. Johnson was cancelled per later correspondence with the Highway Department.

Under the present arrangement this sign is not to be installed there.

Robert Bothman
R. N. Bothman
Sign Engineer

RNB:nk

NOTED
TOM EDWARDS

RECEIVED
DEC 7 - 1964
FOR FILING

6199

December 4, 1964

The Honorable Wayne Morse
United States Senator
Senate Office Building
Washington, D. C. 20510

Dear Senator Morse:

Reference is made to your November 28 letter, addressed to State Highway Engineer Forrest Cooper, which has to do with the ingress and egress at the West Hood River Interchange on Interstate 80-N, just westerly of Hood River. Mr. Cooper is out of the city for a few days and asked that I reply to your letter.

This Department is making some rather extensive changes in the signing, not only at the interchange but easterly thereof. We think that these changes may, at least partially, alleviate some of the problem. We believe it may be wise to see how these sign changes operate for a reasonable time before attempting to initiate a rather major construction change. We will watch this problem very carefully and keep you informed if further action is indicated.

Your interest in this matter and past favors to the Department are very much appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Sen. Ben Musa
Judge Harris A. Higgins
bc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Victor D. Wolfe

J. W. FULBRIGHT, ARK., CHAIRMAN
JOHN SPARKMAN, ALA.
HUBERT H. HUMPHREY, MINN.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
RUSSELL B. LONG, LA.
ALBERT GORE, TENN.
FRANK J. LAUSCHE, OHIO
FRANK CHURCH, IDAHO
STUART SYMINGTON, MO.
THOMAS J. DODD, CONN.
GEORGE A. SMATHERS, FLA.
BOURKE B. HICKENLOOPER, IOWA
GEORGE D. AIKEN, VT.
FRANK CARLSON, KANS.
JOHN J. WILLIAMS, DEL.
KARL E. MUNDT, S. DAK.

CARL MARCY, CHIEF OF STAFF
DARRELL ST. CLAIRE, CLERK

United States Senate
COMMITTEE ON FOREIGN RELATIONS

November 28, 1964

AIRMAIL

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

NOTED
R.L. PORTER

Dear Forrest:

Our mutual friend, Ben Musa, wrote to me under date of November 23 supplying further comments on the proposed changes in access and egress on the highway west of Hood River. I note that you received a copy of Ben's letter.

As soon as convenient, I would very much like to have your further comments. Upon receipt of your letter and Judge Higgins' letter, I shall be pleased to pursue this matter further at the Bureau of Public Roads here in Washington, D. C.

With best regards,

Sincerely,

Wayne Morse

Wayne Morse

WM:so

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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December 3, 1964

Honorable Wayne Morse
United States Senate
Washington, D.C.

Dear Senator Morse:'

Thank you for your continued interest in the road and access problems existing here in Hood River.

Through the coordination and planning of Forrest Cooper and Senator Musa a very satisfactory program is in process at this time in improving the signs along the new Highway 30 East of the present blind access to the service station and motel area. We greatly appreciate this change. However, we are still greatly concerned about the loss of business in this area.

The loss of traffic use in this area still causes a considerable loss of profitable business in this area. The sandwich shop is closed. Each service station is down to a scale of no profit and yet holding on in positive hope that eventually a new access and egress will be built West of the over-pass. The restaurant is two months behind in their rent even though the original rental charge has been cut in half. The two motels are suffering a greater loss of patrons today than even a month ago. Personnel in each place has been cut down for economic reasons in the whole area.

Consequently, because of this problem the Hood River area has a great concern for this commercial area and we continue to ask aid and influence with the Bureau of Public Roads. The State Highway Department will be glad to cooperate with them and even the Hood River Road Department if necessary.

Thank you again Senator for your positive attitude toward our local problems.

Very truly yours,

Harris A. Higgins
County Judge

HAH/dl
CC/ Senator Ben Musa
Forrest Cooper
Irv Johnson

NOTED
R. L. PORTER

copy to FC

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FOR FILING

6199

November 30, 1964

2905

The Honorable Ben Musa
State Senator
P. O. Box 458
The Dalles, Oregon

Dear Senator Musa:

This will confirm recent discussions with you concerning signing on Interstate 80N in the vicinity of Hood River.

Before the end of this week our crews should be removing the tree that was partially blocking visibility of the business area at the West Hood River Interchange. "Gas, Food and Lodging Next Right" signs will be installed as additional signs each side of this interchange. "Next Services 18 miles" will be installed if the business people so desire. (Mr. Irvin Johnson now states that they do not want this sign installed.) At this same interchange the signing at the westbound off-ramp terminal will be relocated to an overhead position on a sign bridge such that visibility to the business area will be improved. Existing "Gas, Food and Lodging" signs at the ramp terminal will also be improved.

To the east of this interchange, "Leaving Hood River" and the small "Westcliff Drive" signs will be removed and the one mile exit sign will be raised for better visibility.

Immediately west of the Second Street Interchange, facing westbound traffic, we will install a second "Gas, Food and Lodging Next Right" sign. Under the new signing plan, westbound traffic will then see three advance "Gas, Food and Lodging" signs before arriving at the West Hood River Interchange.

As an additional sign revision, a sign with the legend "Hood River Next 3 Exits" will be installed east of the toll bridge exit.

Sign crews should be in the area the first of this week starting the sign revision work. We wish to thank you for meeting in Hood River with our representatives to discuss this problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc The Hon. Harris A. Higgins
Judge, Hood River County
County Courthouse
Hood River, Oregon

bc Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall
Dean Swift
R. N. Bothman
R. P. Hamilton

LEG:aa jwa

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1964

SUBJECT:

To: MEMO TO FILE

On November 12 and 13, I received several calls in connection with the matter of the service facilities adjacent to Interstate Highway 80-N just westerly of the West Hood River Interchange.

On November 12, I had a call from Acting Governor Ben Musa and Senator Wayne Morse. These people had held a conference with other interested parties, which resulted in a telephone call on November 13 from Gov. Musa. It was his thinking that considerable heat can be dissipated in the area if revisions can be made in the signing. Gov. Musa states that our present signing is somewhat confusing even to persons living in the area. I told him that we will see what can be worked out.

Mr. Edwards: Please give this top priority and see me.

[illegible] signed
[illegible]

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

①
Westcliff Drive
Read

GF&L - quite a ways

Exit —

Musa

But
Rtd to Musa!

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6199

November 30, 1964

2904

Mr. Irvin D. Johnsen
Johnsen and Company
P. O. Box 276
Hood River, Oregon

Dear Mr. Johnsen:

We have received your letter of November 14 concerning the signing at the west Hood River Interchange. A meeting with Senator Musa and Judge Higgins was recently held to further discuss possible sign revisions. As a result of this meeting the following items of work will be done:

1. West of the West Hood River Interchange a "Gas, Food and Lodging Next Right" sign will be installed as an additional sign.

2. East of the interchange two "Gas, Food and Lodging" signs will be installed as additional signs.

3. If it is on our right of way, the large pine tree will be removed that partially blocks the view of your business area from a car at the westbound off-ramp.

4. Ground-mounted signs at the end of the westbound off-ramp will be relocated to an overhead position on a sign bridge. This revision will remove signs partially blocking the view to the business area.

5. The small "Leaving Hood River" and "Westcliff Drive" signs facing westbound traffic will be removed.

6. The sign facing westbound traffic with the legend "West Hood River - Westcliff Drive Exit 1 Mile" and "Gas, Food and Lodging" will be raised for better visibility.

7. In advance of the toll bridge exit facing westbound traffic, a sign with "Hood River Next 3 Exits" will be installed.

We will delay the installation of the "Next Services 18 Miles" sign if it is the wish of the majority of the business owners in the area to do so. Will you please advise us as soon as possible on this matter.

Sign crews will be in the area this week to begin the sign revisions previously outlined.

It is suggested that any meetings on signing be postponed until the foregoing sign revisions are installed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc The Hon. Ben Musa
State Senator
P. O. Box 458
The Dalles, Oregon

The Hon. Harris A. Higgins
Judge, Hood River County
County Courthouse
Hood River, Oregon

bc Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall
Dean Swift
R. N. Bothman
R. P. Hamilton

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MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 23, 1964

The Honorable Wayne Morse
Senate Office Building
Washington, D. C.

Dear Wayne:

Thank you for your letter of November 18 regarding the Highway situation at West Hood River.

For your information, we met with Judge Higgins and Mr. Edwards and Mr. George of the State Highway Department and together reviewed the signing situation entering into the area which we discussed with you at our visit in Portland.

The Highway Department has agreed to make some changes in the signing of the access into this area, which will be of some help. However, it is both the view of Judge Higgins and myself, as well as the Highway Department, that we should continue our negotiations with the Bureau of Public Roads for a better egress from this area. The matter still stands that the inconvenience to the traveling public is getting out of the service area into the west bound traffic. I made further review of this particular area and can see no reason why an egress lane can not be constructed into the west bound highway traffic at a point between the Shell Service Station and the Meredith Hotel. In fact, in observing the egress from Ruthton Point, which is just about a quarter of a mile west of the Meredith Hotel, there is less room there for an egress lane than there would be at the point we are talking about. It is my confirmed opinion that even with better signing to the ingress proper, accommodation to the traveling public will not be met until the egress is improved.

Any assistance you can give us in this matter will be sincerely appreciated. I am sending a copy of this letter to both Judge Higgins and Mr. Cooper and you may want to wait for their comments before your contact with Mr. Whitton. I am sure I also express the appreciation of Judge Higgins for all that you are doing to help us in this matter.

Kindest personal regards.

NOTED
R. L. PORTER

Cordially,

Ben Musa

BM S
cc Judge Harris Higgins
Mr. Forrest Cooper ✓

COPY

November 13, 1964

AIRMAIL

The Honorable Wayne Morse
United States Senator
Senate Office Building
Washington, D. C. 20510

Dear Senator Morse:

In connection with the West Hood River access matter, I am enclosing copies of six letters which we received from the Bureau of Public Roads denying our request for a change in the frontage road and access along Interstate Highway 80-N just westerly of the West Hood River Interchange.

At the time this matter was under discussion, which was during the design period, we felt that a modification of the design demanded by the Bureau of Public Roads was in order and repeatedly requested a change, which was denied by the Bureau. The project was completed according to the dictates of the Bureau which, as you know, has caused strong protests from the affected property owners.

I am at a loss as to what to suggest, as any change at this time would be exceedingly costly as the facility is completed and in operation.

While I have not changed my thinking with respect to this matter, I now find myself in a difficult position with the Bureau of Public Roads, as it feels that the State should support its decision even though we disagreed with it earlier.

I will be glad to give you any additional information that you might wish re this matter.

Sincerely yours,

Forrest Cooper
State Highway Engineer

FC:fn
Enc.

cc R. L. Porter
Victor D. Wolfe
(Enclosures: Letters dated November 7, 1962; January 25, 1962;
February 23, 1961; January 26, 1961; October 25, 1960;
October 14, 1960.)

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NOV 12 1964

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November 6, 1964

2848

Mr. Irvin D. Johnson
Johnson and Company
P. O. Box 276
Hood River, Oregon

Dear Sir:

We have checked with our local office of the Bureau of Public Roads concerning your discussion with them of the signing at the West Hood River Interchange. They have advised us that the sign discussed was a "Next Services _____ Miles" sign which, under the rules and regulations governing Interstate highway signs, could be installed under the exit direction sign which is the sign located at the beginning of the deceleration lane.

It is not possible to place another "Gas-Food-Lodging" sign at any location other than those presently occupied. However, we will proceed immediately to install the "Next Services" sign which will advise the westbound driver that the West Hood River Interchange is the last place services are available for the next 18 miles.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
Dean Swift
R. N. Bothman

LEG:aa jw

Johnson and Company
SHELL OIL JOBBER
P. O. Box 276
HOOD RIVER, OREGON

10/24/64

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER
Draft for Coopers sig.

Mr Forrest Cooper
O. S. Highway Dept
Salem, Oregon

Dear Mr Cooper:

Regarding the signing at the West Hood River interchange, Judge Heggins and I discussed it with Mr Parsons + Mr Brooks of the B.P.R., and although I am not sure that we got their complete approval, they may allow a fairly large Gas-Food-Lodging sign to hang directly under the large identification sign right at the exits, both East and West bound. As it is the Gas-Food-Lodging sign is 1 mile from the exit and inasmuch as the ~~exits~~ businesses are out of view of the west bound exit, the other signing may be more effective. Will you kindly discuss this with your signing division at the earliest possible time?

We are trying desperately to keep all of the businesses open. The majority are suffering badly. Prompt attention to the above will be appreciated.

Yours very truly

Irvin Irvin R Johnson

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U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

NOV 1 1964

IN REPLY REFER TO:
32-01

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

I have your letter of October 13 concerning my letter of September 22 to Senator Morse which discusses the matter of design of the West Hood River Interchange on Route I-80N. There has been considerable correspondence on this subject beginning in 1959 when preliminary plans were being developed for the Interstate route through and adjacent to the community of Hood River. Copies of all correspondence responses by our Washington Office have been furnished the field offices and through them to the Oregon State Highway Department. Our latest response appears to be to Senator Morse dated October 8, 1964, with regard to an inquiry to him from a Mr. Lee R. Foster of Hood River.

Your point that our present procedures are "passing the buck" back to you by stating that proposals for change at Hood River would have to originate with the highway department is well taken since you state that you are in sympathy with the proposals but have agreed to accept the design as now prepared by the State which does have Public Roads' approval. I refer to the approval on January 7, 1963, by Division Engineer A. W. Parsons of the plans for paving and signing of the Mitchell Point-Hood River Section of I-80N, projects I-80N-2(29)56 and I-80N-3(32)61, which plans show details of both the West Hood River and the East Hood River Interchanges.

I have advised those preparing the correspondence on this matter at Hood River to use the statement about as suggested in the fourth paragraph of your letter. In reviewing the interchange and frontage road development, I am of the opinion that Public Roads' position is sound and is to be sustained. I regret that the opinion of the Oregon State Highway Department is different from that of Public Roads. We would like to have your willing support to our position rather than the simple acceptance of a decision by Public Roads.

Thank you for bringing this matter to my attention. It was pleasant to have discussion with you on other matters when you were at my office on October 27.

Sincerely yours,

Rex M. Whitton

Rex M. Whitton
Federal Highway Administrator

BEN MUSA
HOME ADDRESS
P. O. BOX [illegible]
THE DALLES, OREGON

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PRESIDENT OF THE SENATE

STATE OF OREGON
OREGON STATE SENATE
SALEM

October 16, 1964

NOTED
R. L PORTER

Mr. Rex M. Whitton
Federal Highway Administrator
U.S. Department of Commerce
Bureau of Public Roads
Washington, D.C. 20235

In Re: 32-10

Dear Mr. Whitten:

Thank you for your letter of September 24 which was in reply to the telegram Representative Musa and I sent you on September 21. I trust you will excuse my tardiness in not acknowledging your letter sooner but it came during my absence from a recent trip to the Atlantic Coast, from which I just returned a few days ago.

While in New Jersey and New York I did have the opportunity of observing the services provided on the toll roads and your letter factually reveals that matter. In our telegram we apparently did not give you a complete analysis of the situation presently existing at Hood River. The point we tried to bring out was that the westbound traffic after leaving The Dalles, Oregon (where good ingress and egress are provided) to Hood River it's 20 miles but the ingress and signing at Hood River is so poorly that if a motorist misses the Hood River stop then the next egress would be at Cascade Lock, which is another 20 miles away. This is the one factor of which I have heard complaints from the traveling public. Good facilities are available at Hood River but since the completion of the by-pass these facilities have become unnoticed by the traveling public to the extent highway services in this area have decreased by nearly as much as 60%. This is an indication that the motorists are definitely not using highway services which normally would be available to them.

I have discussed this matter at some length with Mr. Forrest Cooper, State Highway Engineer and the Honorable Harris Higgins, Hood River County Judge, and we believe this matter is of sufficient concern to all of us that the matter should be discussed with a representative of your Bureau, the Oregon State Highway Department, the Hood River County Court and Representative Musa and me. In this regard we would appreciate your courtesy in requesting your representative to contact us with the view of setting up a meeting suggested above.

Your kindly interest in this matter is sincerely appreciated and we shall be greatful for any courtesy you may extend to us in further exploring this mutual problem.

Cordially yours,

Ben Musa
President of the Senate

BM:rep
cc Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Judge Harris Higgins
Hood River, Oregon

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OCT 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 15 1964
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October 13, 1964

AIRMAIL

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
1717 "H" Street
Washington, D. C.

Dear Mr. Whitton:

It is with some reluctance that I mention the following, but I think a change in our basic procedures might go a long way in improving not only Bureau-State relationships but relationships between each of our organizations and the public.

A point is brought to mind by a controversy that arose several years ago (which during the intervening time has not diminished in intensity) relative to the design of the West Hood River Interchange on Route I-80N.

Without going into too many specifics, the constructed design has never been acceptable to the local community or to local interests. It became a part of the approved plans over the protest of the Highway Department and over very vociferous protests of Hood River. We felt that in the interests of completing the Interstate System, it was not a matter over which a national issue should be raised and, after objections on our part, we went along with the best that the Bureau of Public Roads would approve. The file shows that our request for a locally acceptable interchange was denied on at least six different occasions, and it is our feeling that any further attempts to secure modifications would be futile.

I now refer to your letter of September 22 addressed to Senator Morse which states that you will advise the Highway Department that it has the prerogative of initiating any changes in completed sections of Interstate routes. We have no disagreement with your statement, but I believe in situations of this kind where local animosity has been raised to a high pitch that better overall understanding could be obtained by the Bureau of Public Roads simply advising people that the matter had been studied and that you did not in fact have anything to justify adjustments or change which is borne out by several letters.

Our present procedures simply amount to a "passing of the buck" between ourselves and is causing (we feel, justified) criticism on the part of local residents, county and city governing officials, and others who may be interested.

Any consideration you can give to the problem will be, I am sure, to our mutual benefit.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. Victor Wolfe

RLP:ms srb

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OCT 9 - 1964

FOR FILING

6211

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 8, 1964
Salem, Oregon 97310

SUBJECT: Sign Inspection
Mitchell Point-Hood River Section
Columbia River Highway

To:

R. N. Bothman
Sign Engineer
SHOPS

There is attached a copy of a report that Johnny Walker made on the Mitchell Point-Hood River Section. As you can see the laminated panel is cause for great concern particularly if the panel filled up with water and we have a hard freezing this Winter.

Would you see if it is practical to drill a weep hole in the bottom back edge of all the laminated panel that we currently have installed throughout the State. If it is practical to do so then Mr. Edwards has requested that we have this work done before the offset of cold weather.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
OCT 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1964

FOR FILING

STATE COPY

32-10

Mr. Lee R. Foster
Route 4, Box 412
Hood River, Oregon

Dear Mr. Foster:

We appreciate receiving your comments relative to adjusting the ramp pattern at the West Hood River interchange as a means of aiding certain existing commercial establishments along Westcliff Drive somewhat to the west of the interchange.

The existing West Hood River interchange was designed to provide the most practicable ready access to Westcliff Drive between its present terminal to which you refer west of the motels, gas stations, etc., as well as to where it undercrosses Interstate 80N to join the Hood City street system. To remove the present exit ramp east of the interchange to a position west of the interchange as suggested would render a disservice to traffic destined to the east on Westcliff Drive and West Hood River via the overcrossing roadway; that is, it would introduce poor turning conditions and added travel distance. There would be also the undesirable aspect of an exit just beyond a bridge where sight distance would be inadequate, and services coming into view suddenly at this point could introduce erratic and hazardous traffic operation.

In many instances, direct access to the Interstate through lanes would appear to be advantageous to commercial establishments. Random placement of ramps, however, introduces hazard not only to through traffic, but also to that traffic entering and leaving the travel lanes. The concept of the Interstate System is to provide for safe and efficient travel. Access is therefore permitted only at carefully selected points where they can be affected with safety, and without reducing traffic capacity.

Your interest in providing adequate services to motorists on the Interstate System is very commendable. Under the basic legislation affecting routes on the system the prerogative of locating, designing and constructing the facilities, including any changes thereof, are vested initially in the State highway departments but are subject to the approval of the Bureau of Public Roads. Under these conditions you should make your concern and your suggestions known to the Oregon State Highway Department, Salem, Oregon. Copies of your letter and suggestions are being furnished our field office in Oregon for its information.

Sincerely yours,

FORREST COOPER

Rex M. Whitton
Federal Highway Administrator

RECEIVED
OCT 15 1964

FOR FILING

611

STATE COPY

OCT [illegible]

32-10

Honorable Wayne Morse
United States Senate
Washington, D. C.

Dear Senator Morse:

This is in reply to your communication of September 30 with correspondence from Mr. Leo R. Foster as to the design of Interstate Route 80 at Hood River, Oregon.

We have received a similar presentation directly from Mr. Foster in regard to what is considered to be inadequate connections to serve areas adjacent to the Interstate highway at Hood River. Mr. Foster also made available to us by sketches his suggestions as to the modification in design of highways in the area. We are enclosing a copy of our reply in which we informed that the presently approved design of the Interstate highway at Hood River was determined cooperatively with the State on the basis of and in consideration of all engineering and economic factors. We also explained to Mr. Foster that the design as suggested by him for connections between the Interstate highway and adjacent areas would result in extreme hazard, not only to through traffic on the Interstate highway, but also to traffic entering and leaving with origin or destination in the areas with which he (Mr. Foster) is concerned.

The initial and primary determination as to the practicability and feasibility of any modifications of the present plans for the Interstate highway including access connections to serve adjacent properties and areas rests with the Oregon State Highway Department. Mr. Foster should therefore direct his presentations to the State, and he and other interested persons may be assured of our cooperation in any determination by the State established as being in the overall public interest.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosures
Transmitted Correspondence

September 30, 1964

Mr. Lee B. Foster
Route 4, Box 412
Hood River, Oregon

Dear Mr. Foster:

This will acknowledge your letter of September 25 in which you expressed concern over the action taken by the Bureau of Public Roads in approving an access road off the westbound freeway.

In view of your apprehension that the proposed access road will practically eliminate utilization of excellent facilities for tourists and will ruin several businesses, I am communicating immediately with Administrator Whitton and am asking that thorough consideration be given to the points stressed in your letter on this topic.

As soon as I receive the requested report, I shall write to you again.

With kindest regards,

Sincerely,

Wayne Morse

[illegible]
Bcc: Mr. Rex Whitton, Federal Highway Administrator

SEP 20 19

Lee R. Foster
Rt. 4 Box 412
Hood River, Oregon

The Honorable Wayne Morse
United States Senate
Washington 25, D.C.

Dear Senator Morse:

I have no monetary interest in the business firms located west of Hood River along Interstate Highway 80, but as a person interested in good government, I am concerned regarding the action taken by the Bureau of Public Roads in the construction of an access road off the westbound freeway, which has practically eliminated utilization of excellent facilities by tourists and is ruining the businesses of several Hood River families.

It appears to me that the Bureau of Public Roads could have provided a different access to these facilities and an exit back to the highway without encumbering traffic or safety problems and which would be of real benefit to tourists going through our great state. Many tourists utilized these facilities coming from the east.

I am enclosing a letter written to Mr. Whitton, explaining my feelings regarding this situation.

I have worked with the public for many years although in an entirely different field than this about which I am writing. I have heard many accusations being made regarding "big government bureaucracy" and disregard of the wishes of the people. I have often argued that public officials are endeavoring to do the best they can to serve the people but this is a situation that is hard to refute as it appears the Bureau of Public Roads decided to disregard both the wishes of the property owners and also the tourists.

If it were a problem of highway safety certainly this could be understood but I personally cannot see that this could be a problem since there is plenty of space available for an access road.

I hope you will be able to bring about some action to correct this situation.

Very sincerely yours,

LEE R. FOSTER

LRF:rm

Lee E. Foster
Route 4 Box 412
Hood River, Oregon

Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
Washington, D.C.

Dear Mr. Whitton:

I suspect you have been contacted by many property owners and county government officials regarding the problem of access to motels and service stations at the west end of Hood River and adjoining highway 80 just being completed.

I am not a property owner affected by this situation, but I am writing because of what seems to be a complete disregard of the welfare of the property owners and the tourists by government officials. I have worked as a public official for many years and have endeavored at many times to counteract the oft repeated phrase "government bureaucracy" in the relationship of agencies to the people. The complete disregard of the needs of the tourists and disregard of an easy access to the facilities which had been established for many years on Highway 30 makes it hard to refute such statements.

I am enclosing a rough sketch of the development of Highway 80 and exits from the highway that have been installed. You will note that the exit from the westbound road is east of the overpass which completely blocks any view of the service stations, motels and restaurants along the highway. Thus a tourist would hardly realize the businesses were there until he had passed the exit. If they should turn into the exit, by chance, instead of having an easy access back to the freeway they must turn back and come back to the overpass to get on the freeway.

Note also that there is a road called Westcliff drive that comes up the grade close to the Hood River entrance to the westbound freeway and this certainly causes confusion as you come over the overpass as to which road should be taken.

Since there is ample room, it seems a bit ridiculous that the access exit from the westbound freeway would not have been placed west of the overpass with an access back to the westbound freeway at the end of the Westcliff drive which is a dead end road.

As a tax payer and person interested in good government, I can see no justification for not providing an easy access to the tourist facilities from the westbound freeway an easy access back to the freeway.

Practically all the business over the years received by these tourist facilities has been from people moving west along the freeway. Thus the only point of contention is the access road and exit road from the westbound freeway which would appear to be no problem as far as construction or safety.

In traveling through the east a couple of years ago, I noted on the New York Thruways and Garden City freeway, a special effort was made to provide tourist facilities along each side of the freeway or in the center. It was possible to see this type of facilities from the road and the access was most convenient. There is no reason to believe tourists would not also desire such efforts here in the west.

We have many programs endeavoring to improve the economy of this area and other areas. But as government attempts to improve the economic situation, action taken by the Bureau of Public Roads reduces the economy for what appears to be no justifiable reason.

I am not critical that the freeways bypass towns as this must be done, but I do think a situation such as this justifies better access to the freeway and easy access back onto the freeway.

I hope it may be possible for your department to correct this situation for it will be of benefit to tourists and also help to maintain the economy of our county.

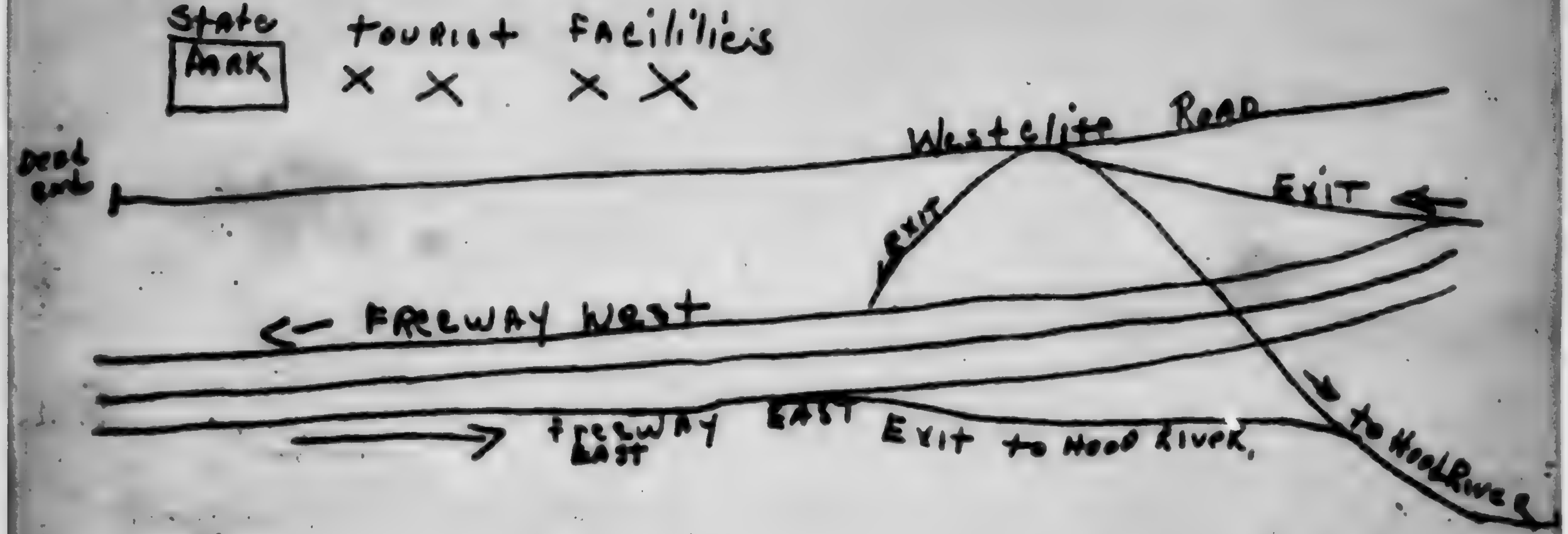
In this way government serves the people, the process that is the basis of our democracy.

Very sincerely yours,

LEE L. POWER

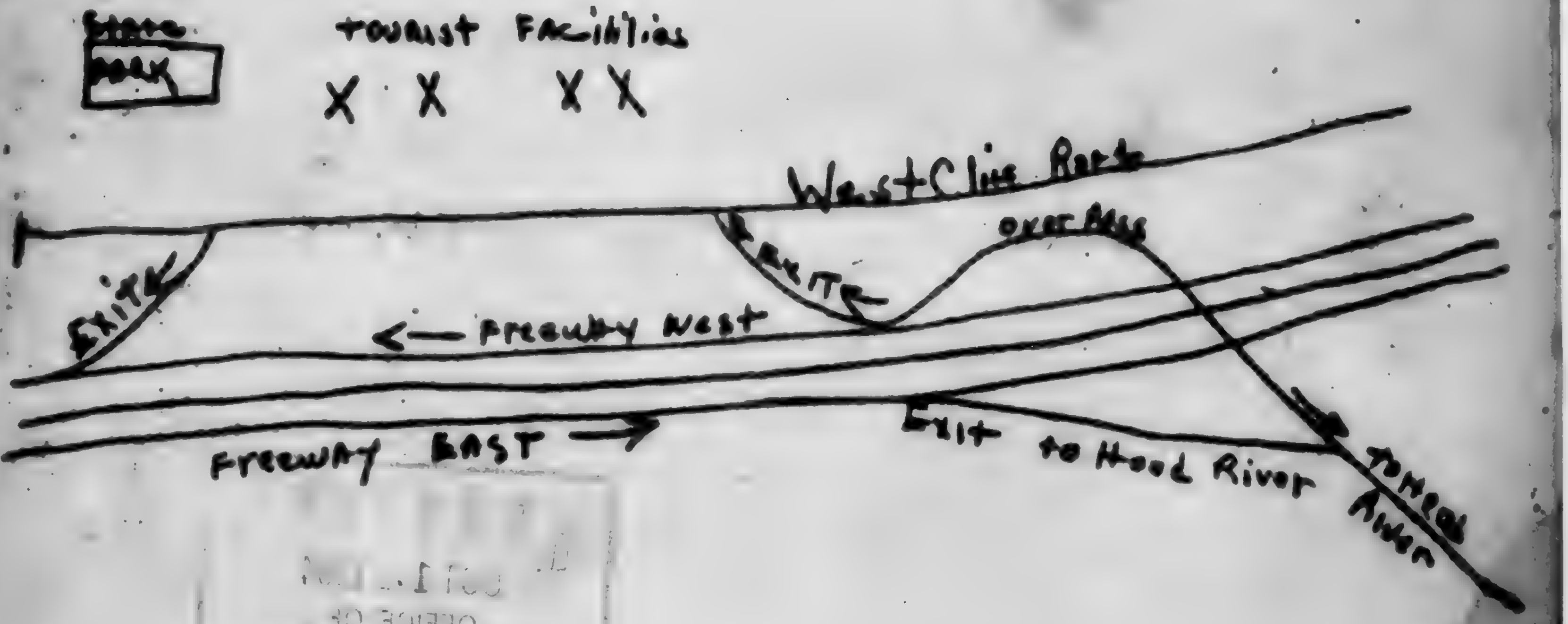
LLP:em
cc: Wayne Morse
Al Ullman

PRESENT HIGHWAY SITUATION



- -

POSSIBLE SOLUTION



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RECEIVED
OCT 15 1964

FOR FILING

STATE COPY

SEP 24 1964

32-10

Honorable Al Ullman
House of Representatives
Washington, D. C.

Dear Mr. Ullman:

We have received the original of Judge Harris A. Higgins' letter of September 11, copy of which was furnished with your communication of September 18 concerning the need of additional access points on Interstate Route 80 west of Hood River to serve certain commercial establishments.

We are enclosing a copy of our reply of September 18 advising Judge Higgins that the design of this section of Interstate Route 80 includes a frontage road serving these establishments and that access to the Interstate highway is available at an interchange on the west side of Hood River. We have explained that the controlling legislation requires the development of routes of the Interstate System with full control of access, that is, ingress to the travel lanes is at carefully designed and economically justified interchanges to provide the maximum of safety and utility to the traveling public.

We appreciate the opportunity to furnish information concerning Judge Higgins' proposal and if we may be of further service please call upon us.

Sincerely yours,
REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmitted Correspondence

NOTED
R. L. PORTER

NOTED
FORREST COOPER

RECEIVED
OCT 15 1964

FOR FILING

STATE COPY

32-10

Honorable Ben Musa, President of the
  Senate of the State of Oregon
Honorable Katherine Musa, House of
  Representatives
The Dalles, Oregon

Dear Mr. and Mrs. Musa:

Your telegram of September 21 advises of your deep concern relative to lack of motorists' service facilities for westbound traffic for a 20 mile section of Interstate 80N west of Hood River, Oregon.

The Federal-aid legislation provides for the development of the routes of the Interstate System with full control of access and with restrictions against commercial establishments on the right-of-way. Access to the traffic lanes is provided at interchanges carefully designed for the maximum safety of the traveling public. These interchanges are generally located at principal connecting roads at which traffic turning movements are sufficient to warrant the expenditure of public funds for their development.

Considerable thought has been given to the need of services for the traveling public and observations will be made as long sections of Interstate routes are opened to traffic. On toll roads it is noted that the services thereon provided are frequently 30 or more miles apart. We understand that with this spacing, motorists have not experienced undue difficulty. Interchanges on the Interstate System are much more closely spaced than on toll roads and it is expected that services will be provided by private enterprise, which will be accessible to motorists via the interchanges.

The "Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways" recognizes that motorists should be warned when there are long stretches of highway without service facilities. The Manual provides for large signs reading "Next Services, ( ) Miles" placed at interchanges when the point where the next service available is a considerable distance away.

We appreciate your interest in providing adequate services to motorists on the Interstate System and are forwarding copies of this correspondence

more

NOTED
FORREST COOPER

to Public Roads division engineer in Salem, Oregon, Mr. Alfred W. Parsons, for his information. He will make copies available to the State Highway Department. You may feel free to call upon Mr. Parsons at his office to discuss the Federal-State relationship and the governing legislation in the development of the Interstate System.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

527

Rec 01

PARTMENT OF COMMERCE
ADMINISTRATIVE SERVICES
TELETYPE

[illegible] EDT SEP 21 64 SPOC010 CTA007 PRA001

[illegible] TO THE DALLES ORE 20 1106P PDT

[illegible] WHITTON ADMINISTRATOR

BUREAU OF PUBLIC ROADS WASHDC

[illegible] ATTENTION IS RESPECTFULLY DIRECTED TO AN ACUTE SITUATION

[illegible] ON INTERSTATE HIGHWAY 80 NORTH AT HOOD RIVER ORE.

[illegible] INGRESS AND EGRESS TO MOTORING FACILITIES AT THIS POINT

[illegible] GREAT INCONVENIENCE TO MOTORING PUBLIC AS WEST BOUND

[illegible] MUST TRAVEL 20 MILES FOR NEXT MOTORING SERVICE. YOUR

[illegible] OF MATTER IS URGENTLY REQUESTED . ORE HIGHWAY DEPARTMENT

[illegible] OUR DEEP CONCERN ABOUT THIS MATTER

[illegible] PRESIDENT ORE STATE SENATE KATHERINE MUSA STATE

[illegible] 22ND DISTRICT

RECEIVED
OCT 15 1964
FOR FILING

SEP 22 1964

32-10

Honorable Wayne Morse
United States Senate
Washington, D.C.

Dear Senator Morse:

We are enclosing a copy of our letter to Judge Harris A. Higgins as requested in your communication of September 15. We have advised Judge Higgins relative to the Federal-State relationship in the development of the routes of the Interstate System and the requirement that access control be provided in the interest of safety and the efficient movement of traffic. We also advised that the State highway departments have the prerogative of initiating any changes in completed sections of Interstate routes for Public Roads consideration.

We are returning a copy of Judge Higgins' letter as requested.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator'

Enclosure

RECEIVED
SEP 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
SEP 22 1964

FOR FILING

I-[illegible]

6197

September 21, 1964

The Honorable Ben Musa
President of the Senate
Post Office Box 458
The Dalles, Oregon

Dear Ben:

Thanks for your wonderful help in the two matters that were of vital interest to me which were considered by your Emergency Board. I am highly appreciative of your friendly cooperation.

Your telegram to the Federal Highway Administrator, Mr. Rex M. Whitton, states the matter very well and the reference to the Oregon Highway Department is correct. If I hear anything new re this matter, I will let you know.

Kindest personal regards to you and Mrs. Musa.

Sincerely,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe
Ralph Sipprell

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	X
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Mr. Rex Whitton, Administrator
Bureau of Public Roads
Washington, D.C.

Your attention is respectfully directed to an acute situation existing on interstate highway 80 north at Hood River, Oregon. Present ingress and egress to motoring facilities at this point is causing severe inconvenience to motoring public as west bound traffic must travel 20 miles for next motoring service. Your review of matter is urgently requested. Oregon Highway department concurs in our deep concern about this matter.

Ben Musa-President Oregon State Senate
Katherine Musa-State Representative 22nd District

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SEP 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

FORM [illegible] 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

6177

Salem, Oregon
September 18, 1964

SUBJECT:

To: MEMO TO FILE

On this date, the following people representing Hood River County and property owners westerly of the city of Hood River were in my office in connection with a complaint having to do with the frontage road on the northerly side of the Columbia River Highway westerly of the Hood River Interchange:

P. F. Bucklin, Highway Committee, Chamber of Commerce
Harris Higgins, Judge of Hood River County
Irvin D. Johnson
John A. May

I told them that we had attempted over a long period of time to secure approval for a different type of facility in the area but that the Bureau of Public Roads would approve only the facility as constructed. I further told them that we would accept any modification that the Bureau would approve. They requested that we make an appointment for them with Baird French, which we did, and they are taking their case to him.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

RECEIVED
SEP 24 1964
FOR FILING

SEP 18 1964

32-10

Honorable Harris A. Higgins
Judge of the Hood River County Court
Hood River, Oregon

Dear Judge Higgins:

We appreciate receiving the information contained in your letter of September 11 relative to the need of additional access points on Interstate Route 80 west of Hood River to serve certain commercial establishments. The Federal-aid Highway Legislation provides for the development of the routes of the Interstate System with control of access. Entrance and exit to the through traffic lanes is provided only at interchange points which are designed for the safe movement of vehicles. This is in the interest of safety to the traveling public and to permit the free flow of traffic. The plans prepared by the Oregon State Highway Department and approved by the Bureau of Public Roads for the development of this section of Interstate Route 80 provide for interchanges in Hood River and about one mile west of the West City limits of Hood River. A frontage road extends both east and west from the interchange west of Hood River. We assume that the commercial establishments in which you are interested are located on this frontage road. Ready access is thus provided from the Interstate highway to the commercial establishments via the interchange and the frontage road.

We are aware that there are many instances in which direct access from commercial establishments to the through traffic lanes would be advantageous to commercial interests, however, provided such access would increase the hazard of travel and defeat the purpose for which the Interstate System is designed, namely to provide for the safe and efficient movement of traffic by acquiring control of access.

Under the Federal-State relationship for the development of the Interstate System, the State highway departments have the prerogative of initiating any changes in the highway as constructed in accordance with the approved plans. We are accordingly forwarding copies of this correspondence to Public Roads division engineer in Oregon who will make a copy available to the officials of the Oregon State Highway Department. You may feel free to discuss with the Division Engineer, Alfred W. Parsons, at his office Standard Insurance Building, 477 Cottage Street, Salem, Oregon, the Federal-State relationship in the development of the routes of the Interstate System.

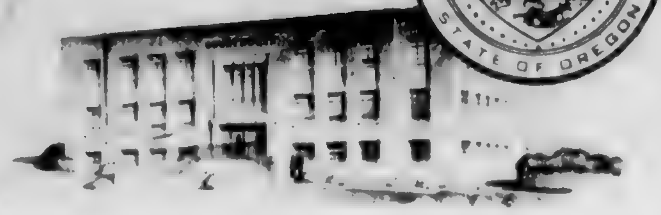
Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

NOTED
FORREST COOPER

NOTED
R. L. PORTER

RECEIVED
SEP 16 1964
FOR FILING



HOOD RIVER COUNTY COURT

HARRIS A. HIGGINS, COUNTY JUDGE
EARL A. MOORE, COUNTY COMMISSIONER
JAMES D. WIRRICK, COUNTY COMMISSIONER

HOOD RIVER, OREGON

September 11, 1964

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
Washington, D. C.

Dear Sir:

The Hood River County is very much pleased and appreciative of the programs of "Highway 30" -- Federal Highway "80" going through Hood River to Portland.

There is one real concern, however, in our minds about the closure and by-pass of the West end of the City of Hood River on the West bound section of the Highway "80" that completely cuts off three service stations, two motels, one busy resturant and a local State Park.

Prior to the finishing of this section of the highway there was an access and egress to this section for the purpose of tourist trade as well as local trade. With the yearly increase of highway traffic those above mentioned motels, service stations and resturant were doing a first class business, even in the winter months when tourist traffic was down but business traffic continued.

Today with this busy and important area being closed off from highway traffic their gross income has dropped down seventy five percent (75%) with no net at all, including loss of employees as well as loss of profit and investment values.

Consequently, we sincerely urge your Highway Department to open up the old access and egress area. If not, most of these businesses will be forced to close and the value of the properties will go down and be neglected.

This is a vital area for two reasons. First, they are the only gas stations and motels on the North side of your new Highway for West bound traffic in Hood River; secondly, there are no motels or service stations West for twenty miles.

NOTED
R. L. PORTER

If because of these certain contracts being finished and the Federal Highway Department needs help the Hood River County Road Department will be glad to coordinate and do what is necessary to reopen this important area.

Very truly yours,

Harris A. Higgins
County Judge

HAH/dl

CC/ Senator Wayne Morse
Senator Maurine B. Neuberger
Representative Al Ullman
Forest Cooper, State Highway Dept., Salem, Oregon

Enclosed are photograps of the area.

RECEIVED
SEP 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1964

FOR FILING
I-80N-2(37)61

6194

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 3, 1964

SUBJECT:

To: MEMO TO THE FILE

This is to advise the file that Mr. Irvin Johnson, operator of the Mobil gas station at the West Hood River Interchange, was contacted this date (September 1, 1964) via telephone concerning a possible meeting regarding an added ramp system at the West Hood River Interchange.

On Friday, August 28, Mr. Johnson and a group of six or seven other business people in the interchange area met with the writer to discuss construction matters. At that time the writer disqualified himself in the area of construction, but did satisfy the group regarding several signing matters.

After consultation with Mr. Porter, Mr. Johnson was told in the above mentioned telephone conversation that no one would be sent from the Department to discuss interchange reconstruction. He was further told that some of the past file correspondence would be directed to Senator Musa who has also been active in this matter.

Mr. Johnson indicated that he would withhold further action pending Senator Musa's receipt of the material, but that he might possibly contact the Department in the future if he was not satisfied.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:lpf
cc: R. L. Porter
Tom Edwards ✓
Dean Swift

NOTED
T. EDWARDS

RECEIVED
SEP 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1964

6199

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 3, 1964

SUBJECT:

To: R. N. Bothman
Sign Engineer
SHOPS

During a recent conference with a group of businessmen located in the vicinity of the West Hood River Interchange, the need for certain sign revisions became apparent.

The attached plan shows the addition of certain "GAS-FOOD-LODGING" signs at the ramp terminals, as well as an increase in the size of the Westcliff Drive sign. Also shown is a minor revision in the striping at the northerly intersection located at the frontage road.

Will you please care for these signing revisions at the earliest possible date. It might be well to give this work some priority since the people in the area are very disturbed concerning their loss of business.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:lpf

Attachment

cc: Tom Edwards
Dean Swift
R. P. Hamilton

NOTED
T. EDWARDS

RECEIVED
SEP 4 - 1964
FOR FILING

6199

Salem, Oregon
September 3, 1964

Hood River Area
Interstate 80N

Mr. F. D. Morgan
Construction Engineer

A discussion held in my office September 3, pertaining to development of the waterfront area in Hood River, disclosed that a request will shortly be forthcoming for the State to relinquish control of the frontage road west of the Second Street Interchange.

A Mr. Abraham, Attorney, representing Hood River, and Mr. Rohde were those present in addition to the writer. Mr. Abraham explained the City's wish to assume control of the riverfront at the earliest possible date due to development of the area.

There appears to be no problem attendant to transfer of jurisdiction following Rogers Construction Company completing its present contract, unless the coming landscape project requires as work area some of that which the City will acquire. Please check our need for this area in the coming project and advise Mr. Rohde of your findings.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc George Rohde

RECEIVED
SEP 2 - 1964

FOR FILING

I-80N-2(27)61

6199

September 1, 1964

The Honorable Ben Musa
State Senator
Post Office Box 458
The Dalles, Oregon

2636

Dear Ben:

In response to your telephone call of August 26 to Deputy State Highway Engineer R. L. Porter, we asked our Assistant Traffic Engineer, Mr. L. E. George, to contact Mr. Irvin Johnson and Mr. Wayne Jones with regard to the West Hood River Interchange. Mr. George's report also indicates that a Mr. W. T. Ehmke and several other businessmen were present at the meeting. They had some minor items involving striping and signing. These will be taken care of promptly.

Mr. George found, however, that their main problem was not signing but the construction of ramps to the main freeway which would provide them with traffic service similar to that available to them prior to freeway construction.

The State of Oregon and its Highway Commission is in sympathy with these people and we have on many occasions attempted to secure approval for additional facilities from the Bureau of Public Roads. Our files contain denials of improvement by the Bureau of Public Roads under date of March 11, 1960, February 23, 1961, January 25, 1962, and November 7, 1962. The last denial came about through action instigated by Senator Wayne Morse under date of August 15, 1962. The Bureau's letter of November 7, 1962 states in part:

"...We have reviewed this submittal and our files....There has been no change in our original determinations in regard to this particular ramp as covered in earlier correspondence to Congressional and private industries....therefore, your request for an additional access serving westbound traffic at Station 1070 near the West Hood River interchange is disapproved."

I am sorry that we were unable to prevail in this matter. We most certainly made a valiant effort, but lost the battle.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

TE:jw bbc

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 28, 1964

SUBJECT: Meeting - 8-28-64
Hood River

To: Tom Edwards
Asst. Highway Engineer
BUILDING

I attended an informal meeting with a group of businessmen who are located in the vicinity of the West Hood RiverInterchange this date. This was done at the instruction of Mr. Porter, who had apparently received a request from Mr. Musa. The attached list indicates those people who were present. Mr. Ehmke, the distributor for Mobil Oil Co. and Mr. Wayne Jones, operator of a Mobil Station, seemed to be the spokesmen for the group.

There were some minor items involving striping and signing that can be relayed to Mr. Bothman and taken care of immediately. However, the group wishes with the least possible delay to discuss with the proper authorities from the Highway Department the matter of obtaining an on- and off-ramp for westbound traffic that would permit entrance and exit from Westcliff Drive (which is the frontage road located on the north side of the highway west of the West Hood River Interchange.

It seems that at a hearing in 1959 they were shown an interchange layout that in effect was a split diamond, or at least with access on and off to a frontage road on the north side of the highway. The group claimed that the plans were misrepresented since what they were promised and what was built were two different things.

I indicated to the group that I could take care of the matters involving the request for signing revisions, but that I could not discuss the construction of two new ramps. I did, however, indicate that someone from the Highway Department would meet with them at the earliest possible moment; which would probably be the first part of next week (either the first or second of September. I would suggest arrangement for the meeting be made sometime Monday. Either Mr. Ehmke, Phone: 386-2161, or Mr. Wetzig, Meredith Motel, Phone: 386-1515, should be contacted to arrange a meeting. Mr. Erickson, City Administrator, Hood River, also wish to be notified of the meeting so that he might attend. I suggest someone from the Department notify him.

A memo concerning the signing revision and traffic line revision will be forthcoming to Mr. Bothman Monday.

L. E. George
Asst. Traffic Engineer

LEG:njc
cc: R. N. Bothman

RECEIVED
AUG 28 1964
FOR FILING

Salem, Oregon
August 26, 1964

Mr. Tom Edwards
Assistant State Highway Engineer

OFFICE

On this date, Senator Musa called and stated that he had received complaints from businessmen along the frontage road (West Cliff Drive) at the West Hood River Interchange, as follows:

That freeway signing was inadequate for westbound traffic which wished to proceed to this area and that traffic on the frontage road due to lack of inadequate signs was experiencing difficulty in returning to the freeway.

Senator Musa asked that we contact Mr. Irvin Johnson at the Shell Service Station and Mr. Wayne Jones at the Mobil Station to ascertain firsthand as to the nature of the complaints. I informed the Senator that this would be done. Mr. Jones' telephone number is EV 6-2678.

After we have contacted these people, it will be in order to prepare a draft for Mr. Cooper's signature to the Senator explaining what if any changes might be indicated.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

RECEIVED
OCT 21 1963

FOR FILING

October 18, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On October 14, 1963, we wrote to you concerning release of final payment on contract #6199, awarded to Orlando C. Bennard & B.T.P. Corp., for the West Hood River Undercrossing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $5,020.82 and the total contract amount is $[illegible],161.[illegible], including $555.73 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Orlando C. Bennard, &
B. T. P. Corp.,
222 NE Holland Street
Portland 11, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 22 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon

October 14, 1963

Mr. Forrest Cooper, State Hwy. Engr.
Salem, Oregon
Attention: Mr. I. D. Merchant, Bridge Engr.

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.4-DA

Project I-80N-2(27)59
West Hood River U'xing Structure

A review of our files has indicated that the payroll records for the subject project are incomplete. The last day of work is listed as July 9, 1963, but payrolls continue only through June 29. According to the weekly reports for this project there was a small amount of work performed on the project during this interval. Payrolls for the period from June 29 to July 9, 1963 must be submitted before we can accept this project.

NOTED
R. L. PORTER

RECEIVED
OCT 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Merchant
10-16-63

RECEIVED
OCT 11 1963

FOR FILING

6199

October 10, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 9 on Contract 6199. The contract was with Orlando C. Bennard and B. T. P. Corporation for construction of the West Hood River Undercrossing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 10, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
AUG 8

FORM CD-321 (?-22-59)
(PRES. BY A.O. 206-10)

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

ON-2(27)61

6199

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

Stephenson

DATE: August 5, 1963

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons
Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(27)61
West Hood River Undercrossing Structure

Reference is made to Mr. Ivan Merchant's letter dated July 11, 1963, requesting our final inspection of the project.

We do not plan to make a final inspection until the painting problem, discussed in Mr. L. R. Allen's Memorandum to Files dated July 25, 1963, has been resolved.

NOTED
P. M. STEPHENSON

RECEIVED
AUG 1963
OFFICE OF
[illegible]

RECEIVED
FEB 13 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
M[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-2( )
6199

February 13, 1963

Mr. A. W. Parsons, Dist. Engineer
U. S. Bureau of Public Roads
477 Cottage NE
Salem, Oregon

Re: West Hood River Undercrossing,
Contract No. 6199
F. A. P. No. I-80N-2(27)61

Dear Sir:

Orlando C. Bennard & B. T. P. Corp. started work on this project on February 11, 1963.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

CAG:el

CC: D. B. Parkes
✓ Floyd Query
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

RECEIVED JAN 22 1963 Contract 6199

REGION ~~State~~ COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSMISSION NO. FOR FILING	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. I-80N-2(27)61 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Hood River
		PROJECT NO. I-80N-2(27)59

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 W. of Hood River 0.8 mile

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 109,615.00	$ 100,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stan

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer January 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(27)59

WEST HOOD RIVER UNDERCROSSING STRUCTURE ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 4, 1963

Type Code X731
West Hood River U'xing (Sta. "L2"1095+58.28)(Contract 6199)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	320 cu.yds.	$10.00	3,200.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Class "A" Concrete (520 cu.yds. $75.00)	All Required		38,000.00
Metal Reinforcement (127,500 lbs.)	All Required		16,000.00
Structural Steel (Alloy 112,400 lbs.) (Carbon 21,800 lbs.)	All Required		30,000.00
Metal Parapet Railing	450 lin.ft.	7.00	3,150.00
Preparation of Slopes	350 sq.yds.	2.00	700.00
Concrete Slab Riprap	350 sq.yds.	8.00	2,800.00
8-inch Metal Drain Pipe	170 lin.ft.	5.00	850.00
			$ 99,200.00
Flagging (57½% of Contractor's Cost)	All Required		150.00
Fill for Slope Paving	All Required		300.00
			$ 450.00
	Subtotal		$ 99,650.00
	10% Engr. & Cont.		9,965.00
	Total		$109,615.00

Length of Structure - - - - - - - - 0.000 miles

Federal Funds -	$100,000.00
State Funds -	9,615.00
	$109,615.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(27)61

WEST HOOD RIVER UNDERCROSSING STRUCTURE ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 27, 1962

Type Code X731
West Hood River U'xing (Sta. "I2" 1095+58.28)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	320 cu.yds.	$ 10.00	3,200.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Class "A" Concrete (520 cu.yds. $75.00)	All Required		39,000.00
Metal Reinforcement (127,500 lbs. $0.135)	All Required		17,212.50
Structural Steel (Alloy 112,400 lbs. $0.24) (Carbon 21,800 lbs. $0.23)	All Required		31,990.00
Metal Parapet Railing	450 lin.ft.	9.00	4,050.00
Preparation of Slopes	350 sq.yds.	3.00	1,050.00
Concrete Slab Riprap	350 sq.yds.	7.00	2,450.00
8-inch Metal Drain Pipe	170 lin.ft.	4.00	680.00
			$102,382.50
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
Fill for Slope Paving	All Required		300.00
			$ 450.00
	Subtotal		$102,832.50
	10% Engr. & Cont.		10,282.50
	Total		$113,115.00

Length of Structure . . . . 0.000 Miles

Federal Funds	$104,000.00
State Funds	9,115.00
	$113,115.00

Oregon State Highway Department

Federal-Aid 59
Project No. I-80N-2(27)62

WEST HOOD RIVER UNDERCROSSING STRUCTURE ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 23, 1962

Type Code X731
West Hood River U'xing (Sta. "L2" 1095+58.28)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	320 cu.yds.	$10.00	3,200.00
Structural Excavation Below Elev. Shown	50 cu.yds.	15.00	750.00
Class "A" Concrete (520 cu.yds.$75.00)	All Required		39,000.00
Metal Reinforcement(127,500 lbs.$0.135)	All Required		17,212.50
Structural Steel (124,500 lbs. $0.23)	All Required		28,635.00
Metal Parapet Railing	450 lin.ft.	9.00	4,050.00
Preparation of Slopes	350 sq.yds.	3.00	1,050.00
Concrete Slab Riprap	350 sq.yds.	7.00	2,450.00
8-inch Metal Drain Pipe	170 lin.ft.	4.00	680.00
			$ 99,027.50
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
Fill for Slope Paving	All Required		300.00
			$ 450.00
	Subtotal		$ 99,477.50
	10% Engr. & Cont.		9,947.50
	Total		$109,425.00

Length of Structure - - - - - - - - - - - 0.000 mile

Federal Funds - $100,000.00

State Funds - 9,425.00

$109,425.00

RECEIVED
JAN 9 1963

FOR FILING

I 80N-2(27)61

6199

January 9, 1963

Mr. George D. Bartch, Manager
Hood River County Chamber of Commerce
Hood River, Oregon

Dear Mr. Bartch:

Reference is made to your recent letter which concerns more or less direct access from Interstate Highway 80N to the West Side district in your community. I assume that Mr. Kirby feels that because of a short backtrack movement considerable inconvenience will result. The Highway Department has studied and is aware of this condition, but it is felt that this particular traffic maneuver will require a very few minutes of time and should not prove unduly annoying after the present plan has been put into operation.

Because of past discussions on certain design features in this area, the Department feels that the present plan should be put into operation and tried for a reasonable period. If there is something about this scheme that causes inconveniance or hardship on anyone involved, adjustments or remedies could then be considered.

The Department will watch this situation, and we thank you for calling it to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Mr. Forrest Cooper

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE

HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

EVergreen 6-2000
HOOD RIVER, OREGON

December 28, 1962

Mr. Forrest Cooper, Engineer
Oregon State Highway Department
Salem, Oregon

Dear Forrest:

A mutual friend of ours, Mr. W. I. Kirby, of Columbia Gorge Motel brought to my attention that all persons who reside in West Side Hood River Valley will be put to quite an inconvenience upon completion of the West Hood River Interchange.

Mr. Kirby pointed out that at present motorists may turn and go directly up the hill to the West Side District, whereas under the new system they will have to drive some distance out of their way and then retrace their steps.

He cited that this could be eliminated by the installation of a simple access leg in the vicinity of West Side Road. (See attached diagram).

not attached

Frankly, I believe he had a point since there are large numbers of folk who will be traveling from Portland, destined for the West Side. I was interested if any thought had been given to this segment of county traffic. It seems that there would be room for this access leg construction. Both Mr. Kirby and I would appreciate your thoughts on the matter.

Regards,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George

George D. Bartch, Manager

NOTED
R. L. PORTER

Porter

GDB/na
cc: W. I. Kirby

RECEIVED
DEC 31 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6199

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 21, 1962

B. T. P. Corp. & Orlando C. Bernard
222 N. E. Holland Street
Portland 11, Oregon

Gentlemen:

The State Highway Commission on December 20, 1962, awarded to you State Highway Contract No. 6199 for the following project:

> Construction of the West Hood River Undercrossing at West Hood River Interchange in Hood River and along the Columbia River Highway in Hood River County

This award was based on your low bid of $99,200.00 which was submitted to the Commission on December 18, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

[illegible]

6199

477 Cottage Street, N.E.
Salem, Oregon

December 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-2(27)59
Mitchell Point-Hood River Section
West Hood River Undercrossing Structure

As requested in Mr. Hardie's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6199 to BTP Corporation and Orlando C. Bennard of Portland, Oregon, low bidder in the amount of $99,200.00 at the December 18, 1962 bid opening.

NOTED
R. L. PORTER

original To Young
12-26-62

RECEIVED
NOV 30 1962
~~FOR FILING~~
I-80N-2(27)61
6199

477 Cottage Street, N.E.
Salem, Oregon

November 26, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-80N-2(27)61
Mitchell Point-Hood River Section
West Hood River Undercrossing Structure

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's November 21, 1962 letter. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

RECEIVED
NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-29-62

NOTED
R. L. PORTER

FORM CD-121 [illegible]
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

I-80N-2(

6117

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 7, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(25)56
West Hood River Interchange

Mr. Morgan's letter dated September 14 requested our consideration concerning a proposal to provide an additional entrance facility West bound for the West Hood River interchange area.

We have reviewed this submittal, and our files of previous correspondence relative to the redesign of the West Hood River interchange. There has been no change in our original determinations in regard to this particular ramp as covered in earlier correspondence to Congressional and private inquiries.

We believe that this additional point of access would provide preferential treatment to a small group of commercial enterprises and would introduce an additional point of conflict with the through lanes of the Interstate route, thereby increasing the hazard and reducing the ease of operation on the route; therefore your request for an additional access serving westbound traffic at Station 1070 near the West Hood River interchange is disapproved.

NOTED
R. L PORTER

NOTED
FORREST COOPER

G. S. PA

RECEIVED
SEP 17 1962

FOR FILING

I-80N-2(55)-1

10177

September 14, 1962

AIRMAIL

The Honorable Wayne Morse
United States Senator
Senate Office Building
Washington 25, D. C.

Dear Senator Morse

In order that there may be no confusion as to the position of the Highway Department on the matter of connections to the Interstate Highway at West Hood River, I want you to know that we have always felt that a modification of the design to accommodate existing businesses in the area was in order.

We are submitting new data to the Bureau of Public Roads and asking that this matter be restudied by it.

I know your interest in this matter and was sure that you would like to know the position of the Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RECEIVED
1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-[illegible]

[illegible]177

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

RE: West Hood River Interchange
Proposed Additional Westbound
Entrance Ramp

Dear Sir:

I am sending to you herewith the original copy of the standard preliminary interchange sheet and three copies of the subject proposal for your consideration.

This proposal consists of an additional entrance facility westbound for the West Hood River Interchange area. The purpose of this ramp is to provide a convenient and direct method of westbound movement for the traffic originating in the business area along the north frontage road. This proposal also would require reconstruction of approximately 1,500 feet of existing frontage road.

As you know, this proposal has been the subject of many heated arguments and discussions with the local Hood River interests and has now been carried to a Washington, D. C. level.

I am sending this plan to you with my recommendation for approval. Your early attention to this matter is of considerable importance because this contract has been let and any additions should be included in the project now under way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Enc.

GKA:jd:fp

cc General Files

[illegible] 1962

32-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

Your letter of August 15 transmitted a copy of a telegram of August 14 from Mr. George D. Bartch, Manager of the Port of Hood River and Chamber of Commerce requesting a meeting be arranged with the Bureau of Public Roads Regional Engineer, Mr. Baird French, to resolve conflicting stories with respect to the design of the interchange on Interstate Route 80N at West Hood River.

We have discussed the design of this interchange with Mr. French and he is contacting the Oregon State Highway Department. As you know, any change in the design incorporated in the approved plans would be initiated by the State.

Mr. French has previously met with Mr. Bartch and interested parties relative to the design of this interchange. If they wish to discuss the matter further Mr. French will be pleased to receive them at his office located in the Morgan Building, Room 740, 720 SW. Washington Street, Portland 5, Oregon.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

RECEIVED
SEP 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

United States Senate
COMMITTEE ON FOREIGN RELATIONS

August 15, 1962

Mr. Rex Whitton, Administrator
Bureau of Public Roads
Department of Commerce
Washington 25, D. C.

Dear Mr. Whitton:

Enclosed is a wire addressed to me by Mr. George Bartch, Manager of the Port of Hood River Commission, and a copy of my interim reply to Mr. Bartch.

As you know, Hood River has had a long-standing disagreement with Oregon's State Highway officials concerning the plan for the West Hood River interchange.

It is possible that a conference of the type suggested in Mr. Bartch's wire would result in a satisfactory solution to this problem.

I would appreciate your giving consideration to the suggestion that Mr. French of the Portland Office of the Bureau of Public Roads confer with the people at Hood River in an effort to resolve this problem.

As soon as you have arrived at a decision on this request, I would appreciate having a report which I may, in turn, transmit to Mr. Bartch.

Sincerely,

Wayne Morse

WM:pn
Enclosures (2)

RECEIVED
Bureau of Public Roads
AUG 16 1962
Office of Director
of Engineering

PR12319

X

Official - Wayne Morse

August 15, 1962

Mr. George D. Bartch, Manager
Port of Hood River Commission
Hood River, Oregon

RETEL AUGUST 14. HAVE REQUESTED BUREAU OF PUBLIC ROADS TO GIVE IMMEDIATE CONSIDERATION TO YOUR REQUEST.

WILL ADVISE AS SOON AS BUREAU REPLIES.

REGARDS,

WAYNE MORSE

WM:PN

bcc: Mr. Rex Whitton, Administrator
Bureau of Public Roads

COPY OF WIRE RECEIVED FROM MR. GEORGE D. BARTCH

August 14, 1962

SENATOR WAYNE MORSE
417 - C
SENATE OFFICE BUILDING
WASHINGTON 25, D. C.

RE WEST HOOD RIVER INTERCHANGE STATE HIGHWAY OFFICIALS ADAMANTLY MAINTAIN BUREAU PUBLIC ROADS HAVE REPEATEDLY REFUSED STATE REQUEST FOR HOOD RIVER ACCESS LET. ASK YOUR INFLUENCE TO SEE THAT BAIRD FRENCH, PORTLAND OFFICE BUREAU PUBLIC ROADS REGIONAL ENGINEER, WILL MEET US IN HOOD RIVER TO RESOLVE CONFLICTING STORIES ONCE AND FOR ALL. THANKS.

PORT OF HOOD RIVER AND CHAMBER OF COMMERCE
GEORGE D. BARTCH, MANAGER

RECEIVED
1962
FOR FILING

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION

August 3, 1962

Mr. Roy Webster
Roy Webster Orchards
Hood River, Oregon

Dear Mr. Webster:

Reference is made to your letter of July 27 addressed to Mr. Nunn, and which concerns the design of the proposed traffic interchange near West Hood River.

I find that on two occasions, once in the latter part of 1960, and the other early in 1961, the State Highway Department requested approval of the Bureau of Public Roads for the construction of an entrance ramp from the frontage road to the interstate freeway in the vicinity of the Maridith Motel. After due consideration the Highway Department's request was denied.

The Columbia River Highway is now a segment of Interstate 80N, and while the design of all features in connection with the interstate highway system is made by the Highway Department, such designs are checked in detail by the Federal Bureau of Public Roads. The Federal Government, from federal funds, is paying the major costs of these improvements and exercises almost complete control over details of construction. They have rather definite and rigid regulations governing the design of interchanges and are very reluctant to make deviations therefrom. In the present instance, the Highway Department has done everthing that can be done.

If you desire additional information or need further data on this or any other highway subject, either the Highway Department or my office will be most happy to supply it.

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw hlb

ROY WEBSTER ORCHARDS
GROWERS AND SHIPPERS OF FRESH FRUITS
Pears • Apples • Cherries

L. D. Telephone
HOOD RIVER 1033
Teletypewriter
HOOD RIVER 380

Main Office
HOOD RIVER, OREGON
Cable Address
"WEBCO"

Hiway -
Please return
file
WN

July 27, 1962

Mr. Warne Nunn
Governor's Office
State Capitol Bldg.
Salem, Oregon

Dear Warne:

Our Chamber of Commerce, consisting of our leading Citizens plus most of our Citizens in business at the West-end of town are gravely concerned with the plan adopted by the State Highway Commission for the revision of our access roads at the West-entrance and exit to and from Hood River.

The Plan originally proposed was not the one adopted despite the Highway Commission's statement that no revision nor new plan would be substituted without conferring with our local citizenry. When the Commission decided to alter the original plan it went to our County Court, an entirely new County Court - who without conferring with the Chamber of Commerce Committee on roads and parks - agreed to the change, which virtually isolates some of our business people - owners of motels, etc., on a dead end road from which their customers have to back-track Eastward a considerable distance to continue their westward progress.

The solution to this problem seems reasonable, simple, and modest in cost. It is merely to provide an exit as shown in the shaded area of the sketch in the enclosed folder. To date the Commission has been adamant in their refusal to accede to our request and we would be grateful for the Governor's and your assistance in effecting this very small and simple engineering feat, which would vastly improve the present set-up; and would be greatly appreciated by our West-end business men and our Chamber of Commerce.

Sincerely,

Roy Webster

Roy Webster

RW/c

[illegible] 1 8 1962

32-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

This is in further reply to your letter of June 7 asking us to furnish information on six questions concerning the interchange design on Interstate Route 80N at Hood River, Oregon. For convenience the questions are listed and followed with the information.

> Can it be shown whether local interests were informed of the content of the revised Plan prior to December 1960?
>
> The diamond interchange plan which represented a revision of the plan outlined at a public hearing on March 25, 1959, was presented by the State Highway Department to the Hood River County Court on August 15, 1960. This plan was approved by the court on August 17, 1960. On October 19, 1960, Mr. George Bartch, Manager of the Hood River County Chamber of Commerce, addressed a letter to the Bureau of Public Roads regional office voicing a plea for a further hearing to afford local interests an opportunity to present their views. Subsequently, the hearing on December 19, 1960, was held by the State.
>
> Can it be shown whether local citizens and groups were called upon or invited to offer advice and suggestions prior to or at the December 1960 and July 1961 hearings?
>
> As mentioned in our previous correspondence, invitations to all interested parties were extended for the informal public hearing held in December 1960. Although no transcript of the testimony was made, the purpose of this meeting was to provide an opportunity for the State to explain the revised plan and interested parties to present their views. We are attaching an excerpt from a report by one of our engineers who attended the meeting. The report indicates that all parties were afforded an opportunity to express their opinions and a full explanation was given by the State highway officials. The July 1961 meeting was held in the Bureau of Public Roads regional office in Portland at the request of Judge Harris A. Higgins. Those attending from Hood River were Harris A. Higgins,

Hood River County Judge, Earl A. Moore, Hood River Commissioner, W. T. Hukari, Hood River Commissioner, Mart G. Perkins, County Engineer, and George J. Annala, State of Oregon Representative for Hood River. The following quote from a report on the meeting indicates that the members of the County Court fully advanced their suggestions and detailed explanation was given of the disadvantages of the proposed local plan and the basis of our approval of the State's plan.

> "It was the County Judge's suggestion, supported by his commissioners and the County Engineer, that westbound traffic should be provided with an off-ramp in the vicinity of the interchange, but for travelers making this move, to continue on to Portland and the west they would be required to traverse the frontage road on west for some considerable distance where an on-ramp westbound would be provided. Similarly on the south side of the roadway this delegation argued for an eastbound off-ramp for the same point which would mean that to resume journey on the Interstate one would have to traverse a two-way frontage road up to the interchange area and there they would be provided with a ramp to get back on the freeway."

Are figures available to indicate the comparative costs of: the original plan, the revised plan, the plan advanced by local citizens?

Comparative estimates were not made by the State of the costs of the three plans. The original plan as presented by the State contained two structures over the Interstate route and additional lengths of frontage roads. The additional structure required under the original plan would cost at least $75,000. The design proposed by the local citizens would require approximately 2,200 feet of two-way frontage road on each side of the freeway. Approximately 1,000 feet of the frontage road on the north side of the freeway would be on the same alinement as the existing service road, however this would have to be improved to handle the additional traffic that would be forced to use it in order to reach the freeway. This same condition existed on the south side of the freeway also.

What has been the position of the Oregon State Highway Department in this matter?

Although the Oregon State Highway Department engineers originally developed the design as a split-diamond interchange, they readily understood the operational hazards involved and prepared and explained the advantages of the revised plan at the public hearing in December 1960.

Are there reasons other than cost that the plan advanced by local citizens would not be satisfactory?

The plan advanced by the local interests would require that westbound traffic leaving the Interstate at the interchange plus those wishing to turn west on the Interstate from the intersecting road to travel approximately one-half mile along a two-way frontage road, with unlimited access points, to reach the freeway on-ramp. This plan offers no advantage to the motorist and would increase operational and maintenance costs, in addition to the additional exposure to hazardous traffic conditions.

Are there issues as to the location of the proposed interchange as to which the further expression of citizen opinion, either in the form of a public hearing or in any other form, would be useful?

Careful consideration of the local proposal has been given by the State and the Bureau of Public Roads. We sincerely believe that the State's design as now approved and under contract for construction since January 1962, is in the overall public interest. While we are always ready to confer with any party with problems pertaining to the development of the Interstate System, we are not aware of any factors which would indicate a further public hearing or conference would serve a useful purpose.

We appreciate the opportunity to furnish our comments on the design of the Hood River interchange.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosure

Excerpt from Report dated December 21, 1960 - Oregon I-80N, West Hood River
Meeting with local people to discuss interchange plans

Mr. W. C. Williams explained the reason this meeting was being held was because of a change in design of the West Hood River interchange since the public hearing was held. He further explained that the interchange structure could be moved a sufficient distance to the west so the east-bound on-ramp would miss the "Crag-Rats" hut. This brought an audible gasp from the ladies representing Neighbors of the Woodcraft Home who thought that this move would take more of their property. Mr. Williams indicated to them where the right-of-way line would be and explained where access would be permitted to the frontage road.

The local filling station people presented a rough sketch of a plan that they would like to have built. This plan generally consisted of two off-ramps onto the frontage road, one of which was in the immediate vicinity of the group of filling stations and restaurant. It was explained to them the geometric difficulties involved and the poor traffic operations that would result from their proposal.

The main concern of the local people was the loss of business due to losing direct access to the highway. It was explained to them that when the freeway system is completed no business establishments will have direct access to the freeway. Mr. Williams stated that the requirements of the 1956 Highway Act would not permit business establishment to have direct access to the freeway ramps but that all access must be to either frontage roads or local cross roads.

9

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JUL 6 1962
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I-80N-2(27)-1

6177

July 5, 1962

Mr. George D. Bartch, Manager
Port of Hood River Commission and
   Hood River County Chamber of Commerce
307 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

Reference is made to your letter of June 28 in which you allege that this Department has not conducted a proper public hearing in connection with the interstate highway improvement through Hood River, and that the State of Oregon is the sole determining factor relative to construction of a much needed access leg.

I suppose that whether or not a proper public hearing was held could be construed to be a matter of opinion, however, we have thoroughly checked the matter and find that all requirements of federal and state law were complied with fully. The following is an excerpt from a letter to me from the Federal Bureau of Public Roads dated January 25, 1962:

"Your letter to this office dated January 23, 1962 requested information concerning the position of the Bureau in regards to the design of the West Hood River Interchange.

"The final decision on the part of the Bureau is that a diamond interchange is adequate for the traffic and land use involved, and it is all that we could reasonably approve for service to traffic at that point.

"It is the opinion of this office and our Regional office that the public hearings which have been held in the City of Hood River have fulfilled the requirements of Section 128, Title 23, United States Code.

"This office considers the matter closed."

Late in 1960 and early 1961 this Department made requests to the Bureau of Public Roads that it consider a connection ramp from the frontage road to the interstate freeway in the vicinity of the Meridith Motel. I quote from a letter to me from the Bureau of Public Roads under date of January 26, 1961:

". . . the basic interchange design as approved by this office on March 11, 1960, still stands."

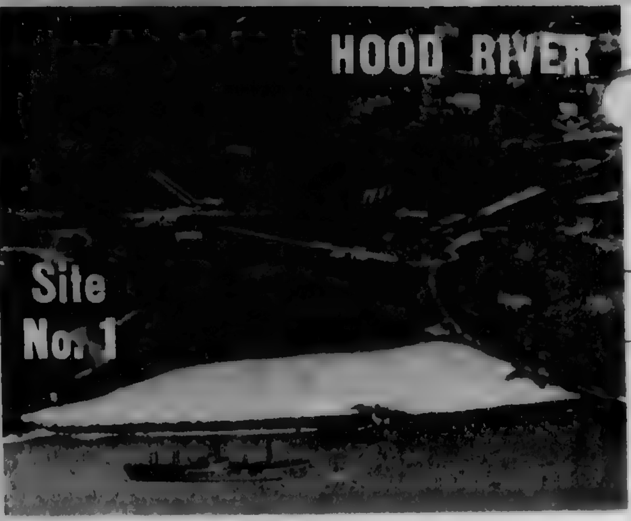
Apparently you have inferred from Mr. Whitton's letter to Representative Ullman that the Bureau of Public Roads will approve almost any plan deemed advisable by the Highway Department, however, this is not the case. It is true that in the first instance it is the responsibility of the Highway Department to prepare plans and designs, but such things are reviewed in extreme detail and Bureau approval is only forthcoming after every minute detail has been thoroughly analyzed. The Highway Department has submitted to the Bureau of Public Roads a design that is along the lines that you request and our submission has received a definite refusal.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw hlb



PORT OF HOOD RIVER COMMISSION

OWNING AND OPERATING HOOD RIVER-WHITE SALMON INTERSTATE BRIDGE
BOAT BASIN ▼ TERMINAL FACILITIES ▼ INDUSTRIAL PARK

207 Cascade Avenue • Telephone EV 6-2000
HOOD RIVER, OREGON

June 28,1962

Mr. Forest Cooper, Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The attached letter is self-explanatory.

We have furnished documentary proof that proper public hearings were not held by the State; that State is the sole determining factor relative to the construction of the much needed access leg; that the access leg is quite permissable under Bureau standards; and that the Bureau has placed the matter of granting the access leg squarely in your hands.

Your action on our behalf and that of the affected business interests cannot longer be delayed in the interests of economy.

Yours very truly,

PORT OF HOOD RIVER COMMISSION AND
HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch, Manager

GDB/rwb
cc-Rex M. Whitton
Fed. H.W.Administrator
Washington,D.C.

Governor Mark Hatfield
Salem, Oregon

Senator Wayne Morse
Washington

Ken Friedley,
H.W.Commissioner
Salem, Oregon

RECEIVED
JUN 29 1962
OREGON
STATE HIGHWAY COMMISSION

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JUN 5 1962
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I-80N-[illegible]

JUN 4 1962

32-10

Honorable Al Ullman
House of Representatives
Washington 25, D. C.

Dear Mr. Ullman:

Your communication of May 21 transmitted a copy of a letter of May 10 addressed to Senator Morse from George D. Bertch of Hood River, Oregon, concerning public hearings held in connection with the design of the interchange with I-80N in that community.

The public hearing procedure for Federal-aid highways is designed to insure the opportunity for, or the availability of, a forum to provide factual information pertinent to the determination of the final location of the highway. The hearings are not intended to be a popular referendum for the purpose of determining the location or design of a proposed improvement by a majority vote of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility although they may pertain to Federal-aid highways.

The right and prerogative to initiate proposals relative to planning, location, design, and construction of Interstate highways is retained by the State. The Bureau of Public Roads will not insist on the prosecution of any particular plan but will give prompt consideration to any further determinations by the State in connection with the design of the Hood River interchange if established as constituting a proper expenditure of Federal-aid highway funds.

We appreciate the opportunity of reporting to you on this matter. If we may be of further assistance, please let us know.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

NOTED
R. L. PORTER

April 30, 1962

Senator Wayne Morse
Senate Office Building
Washington, D. C.

Dear Senator Morse:

We were pleased to receive the letter dated April 16, 1962 signed by you and Congressman Ullman. The information it contained on West Hood River Highway CON Interchange was most informative. We appreciate the work which you have done in our behalf.

It is encouraging to note that Federal Highway Administrator Winton now agrees that an access facility of the type we are requesting is not illegal. We do not dispute that the Revised Plan which we had never been consulted about prior to its adoption would be more economical.

As I pointed out in an earlier letter we have our transcript, plus the names of those who were in attendance at the Public Hearing on the original proposed plan. We have the names of local citizens who attended a second meeting during which the Highway Department told local interest "what they were going to do" and at no time requested advice or suggestions from these poeple on this Revised Plan which they had adopted without our prior notice. On the attached sheet I have sketched the original plan presented at the public hearing from a blue print submitted to us by the Highway Department at the only hearing. I have submitted a sketch of the interchange plan which the Highway Department adopted. I have also submitted a sketch showing the access lane which has been urged by local interests. This is an access lane of a type enjoyed by The Dalles and by other communities on U. S. 80 N.

We have letters from State Highway Department that explicitly states the Federal Bureau of Public Roads has insisted that the revised plan be executed. Mr. Winton now advises the Highway Department has the final authority. We have the assurance from Mr. Winton that the access we have recommended is certainly not illegal. It is our opinion that this access construction would not up the cost in the Revised Plan adopted without our prior review. Our recommendation is really only a slight modification. It is our sincere belief that a public hearing on the Revised Plan would show conclusively a legitimate economical need for the change we have noted.

COPY

The attached letter has been prepared by a public spirited citizen of Hood River County, who has worked diligently for the orderly growth and development of the area. He and his fellow citizens have personally substantiated by their signatures what we have reported to you in our letters.

Sincerely yours,

PORT OF HOOD RIVER COMMISSION AND
HOOD RIVER COUNTY CHAMBER OF COMMERCE

George

George D. Bartch, Manager

GDB/na

encl:

cc: Congressman Al Ullman.

COPY

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APR 20 1962

32-10

Honorable Al Ullman
House of Representatives
Washington 25, D. C.

Dear Mr. Ullman:

In reply to your letter of April 13 signed also by Senator Wayne Morse concerning representations by Mr. G. D. Bartch of the Hood River Chamber of Commerce, the Federal-aid highway legislation, Title 23, U.S. Code, Section 128, requires the State to hold or afford the opportunity for the holding of a public hearing in connection with a location proposed for any Federal-aid highway improvement in or around a community or for an Interstate highway in rural areas. In conformance with this requirement, the Oregon State Highway Department held a public hearing in March 1959 in connection with the location for Interstate Route 80N in the Hood River area. This hearing has been accepted by the Bureau of Public Roads.

Many States, to assist in their planning for highway improvements, hold informational public hearings in addition to that required by the Federal-aid highway legislation. An informal public hearing was held by the State on December 19, 1960, for informational purposes in connection with the design. All interested parties were invited to attend. We understand that Mr. Bartch did not attend this meeting but a representative of the Hood River Chamber of Commerce was present.

We are glad to furnish this information on public hearings held in connection with the development of this important highway.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

[illegible]
Porter

REFERRED TO
Mr. Porter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

APR 20 1962

32-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

In reply to your letter of April 13 signed also by Representative Al Ullman concerning representations by Mr. G. D. Bartch of the Hood River Chamber of Commerce, the Federal-aid highway legislation, Title 23, U.S. Code, Section 128, requires the State to hold or afford the opportunity for the holding of a public hearing in connection with a location proposed for any Federal-aid highway improvement in or around a community or for an Interstate highway in rural areas. In conformance with this requirement, the Oregon State Highway Department held a public hearing in March 1959 in connection with the location for Interstate Route 80N in the Hood River area. This hearing has been accepted by the Bureau of Public Roads.

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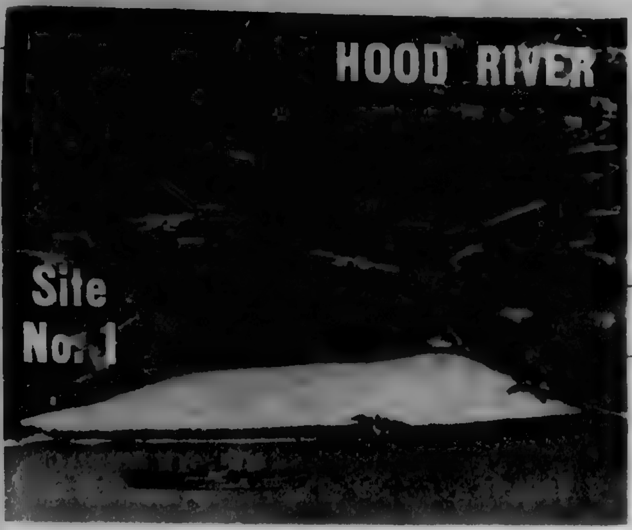
We are glad to furnish this information on public hearings held in connection with the development of this important highway.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator



PORT OF HOOD RIVER COMMISSION

OWNING AND OPERATING HOOD RIVER-WHITE SALMON INTERSTATE BRIDGE
BOAT BASIN ▼ TERMINAL FACILITIES ▼ INDUSTRIAL PARK

207 Cascade Avenue • Telephone EV 6-2000
HOOD RIVER, OREGON

May 21, 1962

Mr. Vistor D. Wolfe, Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

I have prepared a copy of correspondence in which Federal Highway Administrator Whitton is quoted as saying that our requested access leg is not illegal. Letter also states that State Highway Department carries principal weight in administrative decisions such as we are asking for. A pencil sketch has also been prepared showing in graphic form why we believe we were discriminated against and how really little we are asking for to remedy the problem.

We firmly believe ours is a reasonable request and will do all in our power in seeking a solution. Your interest in our problem is sincerely urged.

Best wishes,

PORT OF HOOD RIVER COMMISSION AND
HOOD RIVER COUNTY CHAMBER OF COMMERCE

George

George D. Bartch, Manager

GDB/na

RECEIVED
MAY 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

AL ULLMAN
2D DISTRICT, OREGON

COMMITTEE ON
WAYS AND MEANS

GEORGE W. RUCKER
ADMINISTRATIVE ASSISTANT

DON AHERN
FIELD ASSISTANT

MRS. IRENE BURTON
SECRETARY

Congreſs of the United States
House of Representatives
Washington, D. C.

April 16, 1962

Mr. George D. Bartch, Manager
Port of Hodd River Commission
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

Thanks for your further letter regarding the proposed Hood River interchange on Interstate Highway 80N. We are pleased to have your comments on the report which we were furnished by Federal Highway Administrator Whitton. Since you challenge Mr. Whitton's contention that the hearing requirement has been fully satisfied we are asking for a further report on this aspect. We are not clear, however, on your point regarding access to the service road. Mr. Whitton's letter states that "legislation prohibits... service facilities on the right-of-way of the Interstate highway" itself. It is our understanding that he is not contending that the provision of access facilities of the type you are requesting are illegal, but merely that the revised plan submitted by the State Highway Department is more economical.

This, of course, leaves unanswered the question as to whether or not an adequate public hearing was afforded on the revised proposal. As we have indicated, we are seeking a further report on that point. At the same time it appears to us that the State Highway Department constitutes a key factor on this whole situation and we would be interested in knowing what response you have received in efforts to secure a more adequate consideration of your proposal by the State Agency concerned.

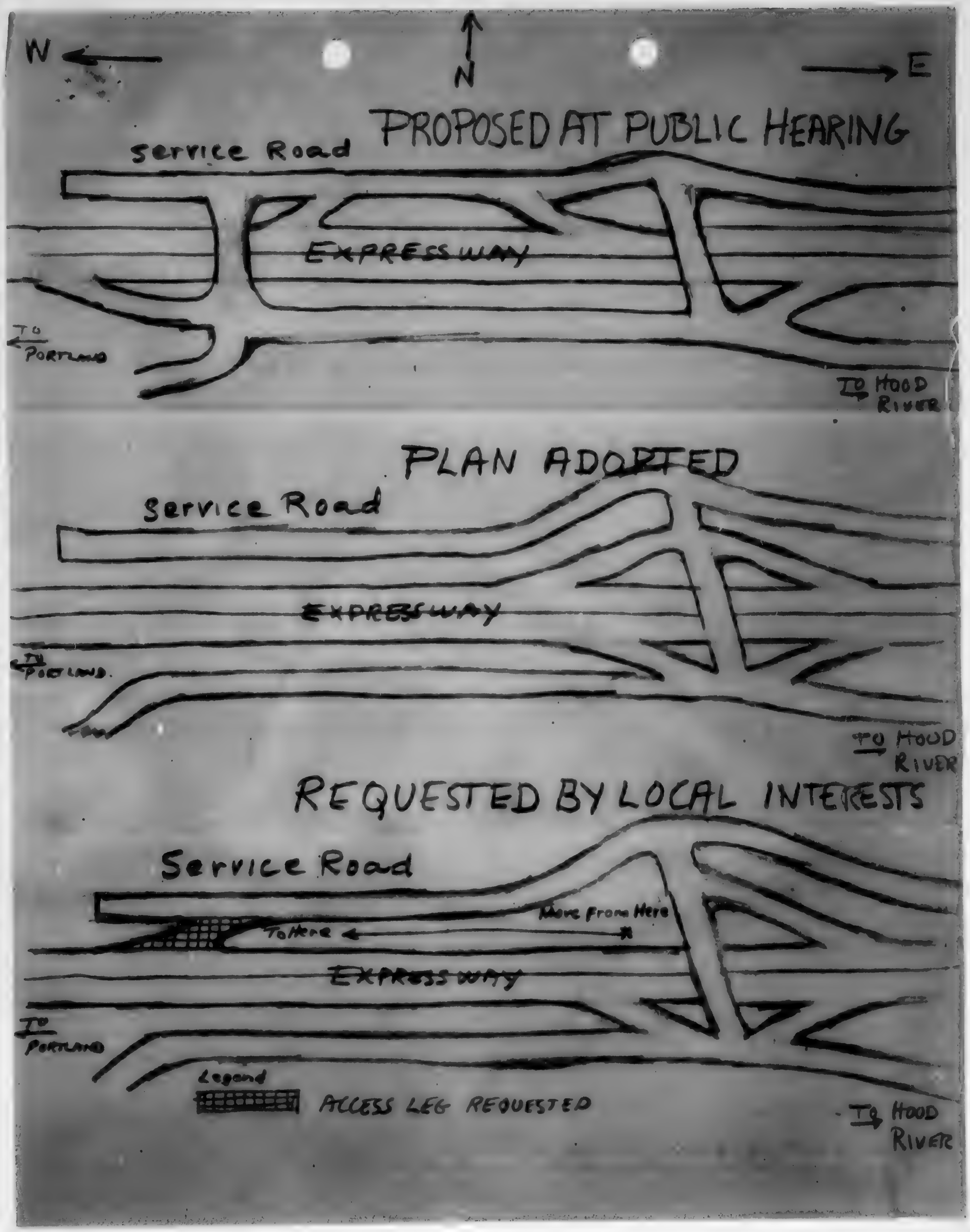
We fully agree that the principle involved in this situation is that of the right of the parties you represent to be "heard and adjudged." We will make every effort to see that the Federal agency concerned respects fully that right. Beyond that, of course, the decision on the design of the interchange to be built is an administrative rather than a legislative matter. Furthermore, it is our understanding that the recommendations of the State Highway Department carry the principal weight in such administrative decisions under the Federal Highway Act.

Again, your interest and concern in this matter is understood and appreciated and we will be in touch with you again as soon as we have a specific report on the question of public hearings on the revised plan.

Sincerely yours,

Wayne Morse, U. S. S.

Al Ullman, M. C.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TO HOOD RIVER

AL ULLMAN
[illegible]

Congress of the United States
House of Representatives
Washington, D. C.

April 13, 1963

Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
Department of Commerce
Washington 25, D. C.

Dear Mr. Whitton:

Reference is made to our earlier correspondence with you regarding the Hood River interchange on Interstate Highway 80N (your file code 32-10). Mr. Bartch of the Hood River Chamber of Commerce has written us further on this matter challenging one statement made in your letter of March 22nd. Mr. Bartch contends that the December 1960 meeting on the revised interchange proposal "was in no way construed to be a public hearing as no records were kept by the Highway Department people in attendance."

We would appreciate a further report on this aspect of the matter clarifying whether or not the statutory requirement of a public hearing was met with regard to the revised interchange design. Thanks for your further assistance on this matter.

Sincerely yours,

Wayne Morse

Wayne Morse, U. S. S.

Al Ullman

Al Ullman, M. C.

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: January 25, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Polk

FROM : C. G. Polk, Division Engineer
08-35.2DA Salem, Oregon

SUBJECT: Oregon I-80N-2(-)41, Design of West Hood River Interchange

Your letter to this office dated January 23, 1962 requested information concerning the position of the Bureau in regards to the design of the West Hood River Interchange.

The final decision on the part of the Bureau is that a diamond interchange is adequate for the traffic and land use involved, and it is all that we could reasonably approve for service to traffic at that point.

It is the opinion of this office and our Regional office that the public hearings which have been held in the city of Hood River have fulfilled the requirements of Section 128, Title 23, United States Code.

This office considers the matter closed.

RECEIVED
JAN 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 24 1962
FOR FILING

I-80N-2(34)

6131

January 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

A party from Hood River, a Mr. Irvin D. Johnson, has contacted your Mr. Cameron and is protesting the design of the West Hood River Interchange. Mr. Cameron told us that he gave Mr. Johnson no encourgement in this matter but apparently Mr. Johnson has gained the impression that by requesting another hearing he may be able to have the matter reopened.

So that proper reply can be made to Mr. Johnson, please advise us as to whether the Bureau of Public Roads would consider alterations in the design of the West Hood River Interchange or whether the matter is closed.

For your information a copy of Mr. Johnson's letter is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

Enc.

cc Forrest Cooper

Hood River, Oregon

Box 276

January 17,1962

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Stevenson

Gentlemen:

Following our recent telephone conversations, I again called Mr. Cameron of the Bureau of Public Roads. He verified your information that as far as the Bureau was concerned the matter was closed and that our only legal recourse would be a request for a hearing through the Oregon State Highway Department.

As your records will show, a public hearing was held at our City Hall almost three years ago and your department presented a plan which was not what we thought would best serve the area; but based on safety and engineering features, was a plan that we felt could be lived with. Nothing further was heard of this plan, and subsequently on our own investigation it was found that an entirely different plan had been prepared. Unbeknown to the local community this plan was submitted by the Highway Department to the County Court and approved by them. At our insistence another meeting was held, this time at the Court House. We do not feel that this was a proper hearing. I personally attended both meetings. At the latter meeting to my knowledge no depositions were taken and in fact no attempt was made to secure facts from our side.

In view of the above, kindly consider this letter as a formal request for a formal hearing concerning the north side access road at the west end of Hood River on U. S. 30.

I am writing this letter not as an individual but for a group of interested individuals and public bodies who are dedicated to uphold our rights.

Yours very truly,

Irvin D Johnson

Irvin D. Johnson

NOTED
R. L. PORTER

RECEIVED
JAN 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

cc- Bureau of Public Roads, Mr. James Cameron
Hood River County Court, Judge Harris Higgins
Hood River Chamber of Commerce
Hood River Port Commission, Mr. L. C. Sherwood

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6499

January 29, 1962

Mr. Irvin D. Johnson
Box 276
Hood River, Oregon

Dear Mr. Johnson:

Further reference is made to your letter of January 17 and to our letter of January 23, relative to your request for a rehearing on the West Hood River Interchange. This matter has been discussed with the Bureau of Public Roads and we have been advised that as far as they are concerned the matter is closed.

As the Bureau of Public Roads must approve all plans, or proposed alterations thereto, nothing would be gained by scheduling a rehearing on the matter. The State Highway Commission is the contracting and operating agency on the construction of the Interstate network, however, every feature of design and every detail of construction is carefully reviewed by the Federal Government and must have their approval before any project is undertaken. After project plans have been approved no changes or alterations are permitted without Federal concurrence.

If further data or information on this matter is desired, we will furnish anything available at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper

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MAR 13 1961
FOR FILING

I-80N-2(27)61

6199

March 9, 1961

Hon. Harris A. Higgins
Hood River County Judge
County Courthouse
Hood River, Oregon

Dear Judge Higgins:

We are in receipt of a letter directed to our Division Engineer by Mr. George D. Bartch, Manager of the Hood River County Chamber of Commerce, wherein he requests that our plan of putting the two accesses off the westbound lane to serve the Morton, Peters and Galligan properties be revised to provide an access off both the westbound and eastbound lanes. He cites that he has been in conference with Pacific Power and Light Company, Oregon Washington Telephone Company, Hood River Electric Co-op., and the City of Hood River Ambulance Service and all are agreed that service would be improved if the accesses were directly opposite.

This is an extremely difficult situation in that the policy pursued by the Bureau of Public Roads throughout the United States is to the effect that the cost of facilities provided to serve abutting property shall be no more costly than total acquisition of the property or total acquisition of all access rights. We have had repeated appraisals in this area and can hardly justify the minimum facility which we have designed. The Bureau has reluctantly agreed to liberalize its policy in this area, since the property in question is located close to Hood River and might in the future have considerable economic value as residential space.

The problem is further complicated by the terrain which prevents service of the entire area from one location. Separate facilities must be provided for the Morton Estate property since frontage road construction between the Morton access and the Peters-Galligan access is impossible due to terrain.

It is our earnest hope that this matter will not become an issue in view of the Bureau of Public Roads' liberalization of the existing ruling to permit us to provide even the meager facility now proposed. We are extremely apprehensive over the fact that any furor might result in a complete denial of our access plans.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Forrest Cooper
Tom Edwards
Dean Swift

TE:jw ms

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1961

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

I have your letter of February 27th together with Bartch's letter of February 22nd concerning the off-ramps serving the Peters and Galligan property west of Hood River.

First, we must call your attention to the fact that it is not possible to serve all this property from one interchange.

Second, the Bureau's rule is specifically that the value of the installation necessary to serve the property must be less than the value of access rights taking from the property.

This situation is extremely complicated in that appraisals indicate that the cheapest thing to do is to buy all access rights to the Peters and Galligan property and to provide no service. However, the Bureau has agreed (very reluctantly) to permit construction of the two simple on- off-ramps and one concrete box, which provides partial service. Any attempt to expand service facilities would result in the Bureau's complete denial of all access rights.

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper

FORM 8-100 REVISED 3-58

COMMISSIONERS
[redacted]
[redacted]
M. K. McIVER, Member
Portland
[redacted]
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
DEAN SWIFT, Division Engineer

BEND, OREGON

[redacted]
State Highway Engineer
W. C. WILLIAMS
[redacted]
[redacted]
Chief Counsel

February 27, 1961

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am enclosing a letter received from George D. Bartch, Manager of the Hood River Chamber of Commerce, regarding the layout of the proposed partial interchange immediately east of Mitchell Point, Columbia River Highway.

I do not have the layout of this particular partial interchange, but believe Mr. Bartch has a point when he asks that we have an off-ramp from the east and an on-ramp from the west; inasmuch as no doubt 90 percent of the traffic, including any produce from the apple orchards would be to Hood River. A box at this location with on-ramps as mentioned above would help our maintenance problem, as it would give us a turn around about half way between Hood River and Viento.

Dean Swift

DEAN SWIFT
Division Engineer

DS:me
Encl.
cc: Mr. George D. Bartch

CONSTRUCTION DIVISION
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NOTED-- ☐ ☐ ☐ ☐ ☐
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OWNING AND OPERATING
HOOD RIVER-WHITE SALMON
INTERSTATE BRIDGE

PORT OF HOOD RIVER COMMISSION
207 Cascade Avenue
HOOD RIVER, OREGON

Feb. 22, 1961

RECEIVED
FEB 2[illegible] 1961
OFFICE OF
DIVISION ENGINEER
BEND, OREGON

Mr. Dean Swift, Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Mr. Swift:

This is in reference to the interchange plans for Highway 30 Expressway in the vicinity of Mitchell Point which will serve the area now settled by the Al Peters and the Galligans.

We have been in conference with the Pacific Power & Light Co., Oregon Washington Telephone Co., Hood River Electric Coop., and the City of Hood River Ambulance Service and they all agree that in the interest of public safety, efficiency, and service of utilities in the area involved that direct access to the area west bound and direct access east bound would be greatly preferable to both legs on the west bound lane. It is estimated that at least 90% of the traffic from this area would be going to and from Hood River. It also appears to us that splitting the access to one leg on each side of the interchange would not be any more costly than having both legs on the same side.

We would recommend that serious consideration be given to the possibility of providing access as outlined above rather than locating both access lanes on the west bound U. S. 30 lane.

We would appreciate your comments regarding our suggestion.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch, Manager

GDB/na

NOTED
DEAN SWIFT

RECEIVED
MAR 7 1961

FOR FILING
I-80N-2(27)1
[illegible]
[illegible]

March 6, 1961

Honorable Harris A. Higgins
County Judge of Hood River County
Courthouse
Hood River, Oregon

Dear Judge Higgins:

As you, of course, know, we have for some period of time been discussing the matter of the West Hood River Interchange and service roads with the Bureau of Public Roads.

It was the feeling of the Highway Department that there was a unique situation in the West Hood River area which should be given special consideration. We have had many conferences with the Bureau of Public Roads, and I have appealed to the highest local authority for consideration of modifications. The Bureau has now informed us that it will approve only what is commonly known as a diamond-type interchange and that the frontage road on the northerly side of the highway will have to be terminated at the Meredith Motel approach road, with no connection to the highway at that point. Our design is such that the Crag Rats' Hut can remain in place.

I am attaching copies of a map which, in a general way, delineates the road, interchange, and connecting ramp patterns in the area, and request that you give this local publicity.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

Enclosure

cc Forrest Cooper
Tom Edwards

Proposed West Hood River Interchange
March 1961

RECEIVED
FEB 24 1961
FOR FILING

I-80N-2(27)
6177

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: February 23, 1961

By: DM Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon Project I-80N-2(-)41
West Hood River Interchange

The design of the West Hood River interchange was reviewed by members of the Region and Division offices as requested by Mr. F. C. Cooper, Deputy Assistant Highway Engineer. Various alternate designs were studied and it was determined that a diamond interchange similar in design to the one approved on March 11, 1960, would best serve the needs of the traveling public.

Our previous decisions on the design of the West Hood River interchange as expressed in our memorandum to you dated January 26, 1961 is still valid.

Edw

RECEIVED
FEB 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1961
FOR FILING

I-80N-2(27)61

6177

February 21, 1961

Mr. Cliff Coleman
Corresponding Secretary
Crag Rats
Hood River, Oregon

Dear Mr. Coleman:

I have your letter of February 16 in which you again refer to the matter of the Crag Rats' hut in West Hood River.

The entire matter of the interchange, connections, frontage roads, et cetera, in the West Hood River vicinity has been the subject of a long and somewhat difficult negotiation with the Bureau of Public Roads. I have been working with the Bureau to see if certain modifications could be worked out which I believe would be advantageous. This matter was discussed at length with the Regional Engineer of the Bureau on February 16. No decision has been reached at this time. As soon as a final determination has been made, the matter will be given local publicity; however, I wish to assure you that I will do everything possible to arrive at a satisfactory solution to the many problems involved in the West Hood River area.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Forrest Cooper

Member
Federation of Western Outdoor
Clubs

CRAG RATS

HOOD RIVER, OREGON

REFERRED TO Cooper

February 16, 1961

Mr. W. C. Williams
State Highway Eng.
Salem, Oregon

Dear Mr. Williams:

Reference is made to your conversation with representatives of our organization following the meeting in Hood River on December 19, 1960 in which you stated a definite plan for the Hood River Highway interchange should be finalized in 30 days.

Since it has been considerably longer than 30 days and we are still vitally interested in this, we would like to know if the plan as then presented has been adopted as final. We are planning further improvement of our property and are awaiting the outcome of this interchange plan before beginning.

Thank you for your anticipated information concerning this plan.

Yours truly,

CRAG RATS

Cliff Coleman

Cliff Coleman
Corresponding Secretary

NOTED

CJC:kb

RECEIVED
FEB 17 1961
OREGON
STATE HIGHWAY COMMISSION

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE
▼
HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

REFERRED TO
Cooper
By State Highway Engineer

R/D reply

Feb. 10, 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

On January 18 we wrote your office regarding a meeting with one of your right-of-way public relations staff relative to our West Hood River Interchange. In our original letter we pointed out that Mr. Johnson sincerely feels that the business area will suffer severly if traffic is not directed westward along the Service Road before it passes back onto the West Bound expressway. To date we have received no acknowledgement of letter nor advice as to when we may anticipate such a meeting.

We also have a question relating to Highway 35 construction. It has been pointed out that the Governor is insisting that steps be taken to improve the unemployment situation. During the winter surveying has been progressing on the lower reaches of Highway 35. Our local industries are anxious to know your time schedule with respect to actual construction work.

We earnestly seek your counsel and advice.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE
AND PORT OF HOOD RIVER COMMISSION

George D. Bartch

George D. Bartch, Manager

NOTED
[illegible]

GDB/na
cc: Forest Cooper, Deputy Highway Engineer
Ken Fridley, Highway Commissioner
Dean Swift, Division Engineer

RECEIVED
FEB 13 1961
OREGON
STATE HIGHWAY COMMISSION

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE

HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

REFERRED TO
Cooper
State Highway Engineer

Jan. 18, 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

At our last regular meeting of the Chamber of Commerce the Directors reviewed the status of the West Hood River Interchange.

They want you to know that your interest in the project has been appreciated.

It is the opinion of the Directors that the local parties involved in the negociations appear satisfied with Highway Department recommendations. Two questions were raised, however, which I would appreciate your comments on.

First, was the Crag Rat decision a recommendation of the Highway Department or an actual engineering change in your Plans? The second question involved one of our members, Mr. Irv Johnson, who is an excellent Chamber worker and a major property owner in the effected area. Mr. Johnson sincerely feels that the business area will suffer severly if traffic is not directed westward along the Service Road before it passes back onto the West Bound expressway.

Do you have a member on your staff who specializes in discussing this type of problem? I would be pleased to arrange a meeting for Mr. Johnson. At your convenience I will look forward to your advice and suggestion.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch

George D. Bartch, Manager

GDB/na

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NOTED

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RECEIVED
JAN 27 1961
FOR FILING

408 State Highway Building
Salem, Oregon

January 26, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:
A. F. Bester
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

Oregon I-80N-2(-)41
West Hood River Interchange Design

A sketch plan for a revised West Hood River interchange was presented to this office on January 20, 1961. This plan was very similar to a design that was proposed earlier. Our memorandum, dated October 14, to you stated that we could see no logical reason to approve the revised plan since it offered no advantages to the motorist and would increase operational and maintenance costs. The major objections presented by the group who attended the meeting at the Hood River Court House on December 19, 1960, which you attended, concerned the damaging of the Crag Rat's hut. They were assured that the design of the interchange could be modified to miss their building. The local people then presented a plan that they desired, which would in effect give them almost direct access to the freeway but would be impossible to build to sufficient standards to meet Interstate requirements.

It was our impression that your explanation to the local people why their plan was not practical appeared to be accepted gracefully.

The sketch now presented for our consideration would increase operational costs to the motorist by about $176,000 over a thirty year operating life. This is based solely on operating costs and no time saving or maintenance costs were included, therefore the basic interchange design as approved by this office on March 11, 1960 still stands. It is agreeable to this office that a slight shift westerly of the approved interchange may be made, and that the alignment of the eastbound on-ramp may be altered sufficiently to miss the Crag Rat's building.

-dw.

RECEIVED
FORM E-30X 80M 22138
JAN 10 1961

FOR FILING

I-80N-2(27)61

6199

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: West Hood River Interchange
Columbia River Highway
Hood River County

Attached is a copy of a notice of a public hearing from Hood River County relative to the vacation of some dedicated streets in the vicinity of the proposed West Hood River Interchange on the Columbia River Highway. The streets involved are those north of the old Columbia River Highway which is shown in red on the attached map.

I have discussed this with Mr. Edwards who has no objection to the vacation of these streets. If the vacation of these streets is accomplished prior to negotiations for right-of-way in this area, it will probably require a minor revision in one or two of the descriptions of property to be acquired.

C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: Tom Edwards

RECEIVED
JAN 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

HOOD RIVER COUNTY
OFFICE OF
MART C. PERKINS
COUNTY ENGINEER
HOOD RIVER, OREGON

January 3, 1961

Hood River County Court
Hood River County Courthouse
Hood River, Oregon

Gentlemen:

In reference to that part of County Road right of way described as follows:

> All that portion of the streets shown in the plat and dedication of ERWIN AND WATSON'S SECOND ADDITION to the Town of Hood River filed August 8, 1890 in Book P pages 392 and 393, Deed Records of Wasco County, transcribed and filed in Plat Book 1, page 52A, of Hood River County, lying North of the South right of way line of the Old Columbia River Highway, formerly designated as a County Road, but not including the Old Columbia River Highway and subject to the rights of the public therein.--

It is hereby recommended by this office that the above described right of way be vacated as petitioned for by adjoining property owners and there being no road or any necessity of a road within this area; therefore, this property is of no value to the public for road purposes.

Respectfully submitted,

Mart C Perkins
Mart C. Perkins
County Engineer

MCP:mw

N O T I C E

NOTICE is hereby given that the Hood River County Court shall hold a public hearing to hear objections, if any, to the vacation of the following streets in the County of Hood River, more particularly described as follows:

All that portion of the streets shown in the plat and
dedication of ERWIN AND WATSON'S SECOND ADDI-
TION to the Town of Hood River filed August 8, 1890
in Book P, pages 392 and 393, Deed Records of Wasco
County, transcribed and filed in Plat Book 1, Page 52A,
of Hood River County, lying North of the South right of
way line of the Old Columbia River Highway, formerly
designated as a County Road, but not including the Old
Columbia River Highway and subject to the rights of the
public therein.-----

on January 18, 1961 at the hour of 10:00 A. M. in the County Court Room of the Hood River County Court House in Hood River, Oregon.

D. E. IMBLER

D E Imbler

County Clerk

RECEIVED
DEC 19 1960
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1960

SUBJECT:

To:

MEMO TO THE FILE

A meeting was held at the Courthouse in Hood River on Monday, December 19th, at which time approximately 35 people were present with respect to the interchange design and location at West Hood River. The Chamber of Commerce presented a plan and statement of position requesting, in effect, a split-diamond type of interchange with additional off-ramps. They were advised that this was not possible due to Bureau of Public Roads' regulations and the assembly seemed to accept this decision gracefully.

Inspection on the ground revealed that the interchange should be fit in as tightly against the Crag Rat property as possible without disturbing the area within 10 feet of the northwest corner of the building. Such design is now under way and the final location can be staked very shortly.

ORIGINAL SIGNED BY
TOM EDWARDS

Tom Edwards
Construction Engineer

TE:fp:jw

cc C. G. Polk

cc/attach. Forrest Cooper

WCW

NOTED
W. C. WILLIAMS

RECEIVED
DEC 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960
FOR FILING
I-5W-8(47)

November 25, 1960

Hon. Harris A. Higgins
Hood River County Judge
Courthouse
Hood River, Oregon

Dear Judge Higgins:

This is to confirm the revised date for a meeting between representatives of the State Highway Department, the County Court, and interested property owners re the West Hood River interchange area.

Per our telephone conversation, this meeting will be held in the Hood River County Courthouse at 1 p.m., December 19.

We have discussed this but to be certain there is no misunderstanding, this is a meeting with interested property owners and is not to be construed as an additional public hearing such as is necessary by federal regulations prior to the adoption of a route.

I am unable at this time to advise who will represent the Highway Department but can assure you that it will be a responsible official.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:[illegible]
cc: C. G. Polk - BPR
W. C. Williams
Forrest Cooper
Tom Edwards - with file re West Hood River Interchange.
Dean Swift

v

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NOV 14 1960
FOR FILING
I-80N-5(27)
6177

Salem, Oregon
November 10, 1960

Viento-Hood River Section
Columbia River Highway

Memo to File

Pursuant to discussions with Mr. Williams, this date I called Judge Higgins, Hood River County Judge and Percy Bucklin, Highway Committee of the Crag Rats, pertaining to Floyd Query's letter to the Hon. Ken Jernstedt, Mayor of the City of Hood River. This letter, under date of November 10, 1960, advised the Mayor that the Highway Commission at its November 3 meeting had adopted a survey concerning improvement of the Viento-Hood River Section of the Columbia River Highway.

I explained to Judge Higgins and Mr. Bucklin that this was an adoption of route only and did not imply necessarily that the interchange designs are in final form. I further advised the two gentlemen we still intend to meet with interested parties when we have an interchange design or designs the Bureau of Public Roads would approve. This is in accord with my discussions with Mr. Bucklin on October 26, reported by memo to file on October 27.

We were afraid there might be a possibility the uninitiated would read the resolution and assume the Highway Commission had adopted some final plans and that the people of West Hood River were being ignored.

Both gentlemen thanked me for calling, recognizing that such a thing might have happened and assured me they would keep the "train on the track" in the Hood River area.

Victor D. Wolfe
Administrative Assistant

VDW:me
cc: W. C. Williams
Forrest Cooper
G. S. Paxson
F. M. Stephenson
Tom Edwards
C. G. Swenson

RECEIVED
OCT [illegible] 1960
FOR FILING
I-80N-2(27)61

61 79

Salem, Oregon
October 27, 1960

Memo to File

Viento-Hood River Section
US30 (US80N)
(West Hood River Area)

Pursuant to Mr. Cooper's instructions, on October 26 I called upon Mr. Percy Bucklin, Manager of the First National Bank in Hood River, re subject.

Mr. Bucklin and I spent a pleasant hour discussing the problems in the West Hood River area, more specifically those involving the Crag Rats property. I opened the conversation, after introducing myself, by indicating to Mr. Bucklin that Mr. Williams asked me to talk with him since this thing is apparently getting out of hand and tempers are getting short.

I assured him we are sincere in our efforts to design a facility which will meet Bureau of Public Roads' standards and give the best possible service to all concerned, indicating that I felt the people of West Hood River are also sincere in their approach to the problem.

Mr. Bucklin indicated they did not make any concerted "static" at the public hearing as they had been assured no additional Crag Rats property would be required for the reconstruction. (There were two meetings between interested Hood River groups and Highway Department personnel in the 1958 area.)

I discussed our problem quite frankly with Mr. Bucklin, indicating to him that there is nothing to be gained by a meeting with interested parties prior to completion of a design or designs for the West Hood River area which would be acceptable to the Bureau of Public Roads. I assured him that once we have a design or designs worked out, a representative of the Highway Department would be most happy to meet with interested parties, but that we would not hold another public hearing. I indicated I did not know who the representative might be, that it might be Mr. Williams himself. Mr. Bucklin stated this is all the interested people want, they having no desire for another public hearing. He further emphatically stated that no one in the Hood River area wishes to stand in the road of progress, that they sincerely want the construction of this section of US30 to freeway standards as early as possible.

I discussed with Mr. Bucklin the Department's apparent inability to get across to Mr. George Bartch that discussions prior to completion of an acceptable design would gain nothing. I have a feeling Mr. Bucklin completely understands our problem and undoubtedly will have communication with Mr. Bartch.

Mr. Bucklin is a gentleman of mature age and gives one the impression that he is completely sincere and honest. He thanked me profusely for coming to discuss this problem and I left feeling the path may be somewhat smoother for the next Highway Department official.

While in Hood River, I stopped at Glenn Starkey's office (our Resident Engineer in this area). Mr. Starkey has lived in Hood River for some two-plus years and has some knowledge of the temper of the area. It is his opinion that the residents of the community do not always see eye-to-eye with each other on any given subject. He further indicated that he has been plagued with people coming to his office to discuss this specific subject. He has, of necessity, always replied that he has no knowledge concerning this particular problem. Since he has not been a party to the many discussions re the problem in the Salem office, this can be nothing other than a true statement of fact.

Finally, Mr. Starkey indicated to me that Les Sherwood, Chairman of the Port of Hood River, advised him the Port is in the position of having certain properties which the Highway Department is going to need prior to the construction of this project. I believe the inference is completely clear.

I have discussed this in full with Mr. Cooper.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc: W. C. Williams
Forrest Cooper
Tom Edwards
Walter Wright
Dean Swift

RECEIVED
OCT 31 1960
FOR FILING
I-80N-2(--)41
1-1-61

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: October 25, 1960

CGFolk

FROM : C. G. Folk, Division Engineer
08-35.2 Salem, Oregon

NOTED
W. C. WILLIAMS

SUBJECT: Oregon I-80N-2(--)41, West Hood River

The proposal to add an on-ramp in addition to the approved interchange at West Hood River has been presented to this office for consideration.

It is very difficult to find any justification for the additional on-ramp at Sta. 1065. There are no large areas of traffic generation being served. This ramp would serve only traffic generated by the local businesses in the area. The precedent that this type of connection would establish would place the State and the Bureau in an untenable position in the future. Many areas in the State where similar situations exist would feel that they too are entitled to a special ramp to serve them. The Bureau has maintained the position that it is poor design policy to deliberately distort a design to favor a few local businesses. Every additional point of access creates another point of conflict for the through traffic.

Based on the aforementioned reasons this office cannot give its approval for the proposed additional on-ramp. The interchange design, as approved on March 11, 1960 by this office still stands.

WCW

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COOPER
1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT [illegible]
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-80N-2([illegible]

TO Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: October 14, 1960

CGPolk

FROM C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon I-80N-2(--)41, West Hood River Interchange

A revised preliminary design for the West Hood River Interchange has been submitted to this office for review.

An interchange plan for West Hood River was approved by members of the State Highway Department and by the Bureau of Public Roads on March 14, 1960. The revised plan as now presented is inferior to the previously approved plan. The revised plan requires that traffic coming from Hood River destined westbound on the freeway to travel over 2,700 feet on a frontage road. This traffic may use the freeway for this distance on the approved plan. The revised plan will make signing more difficult and increase the cost thereof.

We can see no logical reason to approve the revised plan since it offers no advantages to the motorist and would increase operational and maintenance costs.

copy Edwards

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OCT 1[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Hood River News
Hood River, Oregon
(Cir., 3,740)

OCT 6 - 1960

They're Just Plain Mad

In a story on the west side interchange argument last week we noted that the Crag Rats were "grumbling" about the Highway department plans to run an overpass right across their handsome Crag Rat hut near the highway.

The word, it turns out, was pretty mild in terms of the group's real attitude — they're just plain mad about what they call a doublecross by the Highway department. Their story is that, before starting an addition to their building in 1958, they asked for, and got, a promise from a Highway department official that any future highway construction would not run into the building site.

So they went ahead and improved their hut, now face loss of the whole works — or having to move it at least — while the department insists the Crag Rats knew all along what was coming.

Second factor in the argument is the assertion of W. C. Williams, State Highway engineer, that the state is only doing the bidding of the Bureau of Public Roads, the federal agency that pays 90 per cent of cost on the federal highway program, of which highway 30 is a link.

Finally, there is the muscle-flexing being done by the Port of Hood River, over whose property the highway is planned to run, past this town. With the Port in the side of the chamber and the chamber on the side of the Crag Rats and the business people in that area, the head-on clash between the highway department and the Port seems a real likelihood.

Curiously, almost every time a major highway alteration has come up in the Hood River area, the local community has been forced to bring out all its leverage powers to get an arrangement satisfactory to the community. It happened when the second street overpass was finally obtained after original plans would have ignored an entrance to town there; it has happened repeatedly on highway 35 planning.

There is, in this town's experience, ample evidence that the State Highway department has too many people promising too many different things, without any real coordination within the department, between officials of varying authority.

The town should be grateful for the watchdog care on these matters being used by the county chamber of commerce and its roads and highways committee. More than once they have caught the highway department in a rash alteration here, in the nick of time. This time, they appear to have done so again.

It might be worth adding that the action of the county court, in approving the highway department plan without notifying either the City of Hood River or the chamber of commerce of their move, was not in the spirit of inter-agency communication so vital to this county's well-being.

NOTED
W. C. WILLIAMS

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE
▼
HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

Oct. 6, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Thank you for your letter dated October 4, relating to the West Hood River Interchange. We appreciate your review of correspondence concerning this situation.

In your letter you noted that Construction Engineer Tom Edwards is further exploring possible revisions of the plan and will continue to do so until an agreement can be reached. You also suggest that a meeting be defered at this time since Mr. Edwards has no definite plan to offer for explanation.

Those of us in Hood River representing the County Court, Port of Hood River, Chamber of Commerce, Crag Rats, and the effected service industry are anxious to be of service, since we certainly want to see the Freeway program proceed as rapidly as possible.

We would like to suggest that Mr. Edwards make plans to meet with a small representative group here in Hood River. Such a meeting could be private in nature and we feel confident that with the tenative plans and blue prints of the effected areas befor us we will be able to reconcile our points of view for the mutual advantage of all concerned.

We are of the opinion that if Mr. Edwards will consult with us now, he will be assisted materially in his negociation with the Bureau of Public Roads.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch

George D. Bartch, Manager

GDB/na
cc: Judge Higgins

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE

HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

September 30,1960

Mr. Victor D. Wolfe
Administrative Assistant to
Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

This is in further reference to our exchange of correspondence regarding the West Hood River Inter-change.

By way of introduction, I would like to cite our previous correspondence dated September 21, 26, and the Crag Rat letter dated September 27,1960. I am certain you will agree that there is no doubt that the interests involved in Hood River are desirous of a conference with your representatives.

I respectfully insist that your office make immediate arrangements to send a responsible representative with the plans of the proposed West Hood River Inter-change and the areas contiguous to the Inter-change to meet with representatives of the Chamber of Commerce, the City of Hood River, the County Court and the Crag Rats.

Your advice as to the time and date of the meeting will be expected promptly.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch

George D. Bartch, Manager

GDB/rwb

RECEIVED
OCT 3 1960
OREGON
STATE HIGHWAY COMMISSION

10-5-60

Mr. Cooper:

Mr. Williams instructed I am not to answer this.

VDW

HAMBER OF COMMERCE
HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES
207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

September 30,1960

Mr. Victor D. Wolfe
Administrative Assistant to
Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

This is in further reference to our exchange of correspondence regarding the West Hood River Inter-change.

By way of introduction, I would like to cite our previous correspondence dated September 21, 26, and the Crag Rat letter dated September 27,1960. I am certain you will agree that there is no doubt that the interests involved in Hood River are desirous of a conference with your representatives.

I respectfully insist that your office make immediate arrangements to send a responsible representative with the plans of the proposed West Hood River Inter-change and the areas contiguous to the Inter-change to meet with representatives of the Chamber of Commerce, the City of Hood River, the County Court and the Crag Rats.

Your advice as to the time and date of the meeting will be expected promptly.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch

George D. Bartch, Manager

GDB/rwb

RECEIVED
OCT 3 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

NOTED
V. D. WOLFE

RECEIVED
OCT [illegible] 1960
FOR FILING
I-80N-2(7)

October 4, 1960

Mr. George D. Bartch, Manager
Hood River County Chamber of Commerce
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

I have reviewed the correspondence concerning the West Hood River Interchange. In addition to that correspondence, I have a copy of Mr. Wolfe's letter dated September 30 to Mr. George B. Wertgen, Corresponding Secretary of the Crag Rats, a copy of which was sent to the Hood River County Chamber of Commerce.

Mr. Wolfe's letter of September 28 directed to you very clearly expresses the situation in which we find ourselves, particularly as outlined in the third, fourth, and fifth paragraphs. I wish to sincerely assure you that all possible steps are being taken to ensure the best possible and most desirable service being rendered to West Hood River. We are, however, faced with facts that Interstate construction must be to standards as set forth by the American Association of State Highway Officials and approved by the Secretary of Commerce. Any failure to meet these standards results in non-approval of plans and hence no construction whatsoever.

The final planning in West Hood River has not as yet been approved by the Bureau of Public Roads. Our Construction Engineer, Mr. Tom Edwards, is further exploring possible revisions of the plan and will continue to do so until an agreement can be reached. I do not believe it appropriate that a meeting be scheduled at this time, since no definite plan can be offered for explanation. We will continue to pursue the matter, however, in order that we may bring this controversy to a conclusion at the earliest possible moment.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Victor Wolfe

TE:js ms

September 30, 1960

Crag Rats
Hood River, Oregon

Attention: Mr. George A. Wertman
Corresponding Secretary

Gentlemen:

This will acknowledge receipt of your letter of September 27 pertaining to the Crag Rats property in the west Hood River area.

The alignment in this area as it now exists was constructed in the years 1951-52, and it is quite conceivable that Mr. Massey, who was a right-of-way agent at that time, could not foresee any additional rights of way being necessary in this general area for a considerable number of years. However, with the passing of the Highway Act in 1956, the status of US 30, as well as US 99, was completely changed. These highways, as you know, have become part of the Federal Interstate System.

One of the many criteria established by the Bureau of Public Roads for the Interstate system is a complete control of access to the highway itself. Secondly, traffic has increased on this section of US 30 to the point where a four-lane freeway has become a necessity. With the increased width needed to reconstruct this highway to a four-lane freeway with the necessary interchanges, it became apparent that additional rights of way must be acquired.

All designs for the West Hood River interchange, including the one presented at the hearing in March 1959, have necessitated the taking of additional Crag Rats property. There is no solution which would alleviate this situation. I can only advise you that the Crag Rats organization will be reimbursed upon the basis of fair and impartial real estate appraisals.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor L. Wolfe
Administrative Assistant

cc: Hood River County C. of C.
Judge Harris Higgins, County Judge
Mr. Mert C. Perkins, County Engineer

cc: Mr. K.N. Fridley
Mr. W. C. Williams
Cooper, Edwards, Swenson

ds

RECEIVED
SEP 30 1960
FOR FILING
I-80N-2(27)
26-37

September 2[illegible], 1960

Mr. George R. Bartch, Manager
Hood River County Chamber of Commerce
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

This will acknowledge your letter of September 26 pertaining to the West Hood River Interchange on US 30.

I am advised that the Crag Rats organization has been aware for some time of our proposed plans in this area.

As you know, we are in partnership with the Bureau of Public Roads in the construction of the interstate system in the state of Oregon to the extent that the Bureau pays approximately 90 percent of the cost, with the State paying the remaining approximate 10 percent. This means that all plans must be approved by the Bureau of Public Roads before it will participate financially.

The Bureau of Public Roads, after studying the transcript of the public hearing held in March 1959, approved the West Hood River Interchange as presently designed, it being the Bureau's belief also that this most closely reflects the desires of interested parties and satisfies Federal requirements.

We have for some time been studying the feasibility of an access to the proposed freeway westbound in the vicinity of the Meredith Motel. Should the Bureau of Public Roads approve such a plan it will be incorporated in the project.

Under regulations set up by the Bureau of Public Roads, the Bureau's concurrence in all plans is mandatory.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

NOTED
FORREST COOPER

VDW:mm
cc: Hood River County Court
Mr. K. N. Fridley, Mr. W. C. Williams, Mr. Forrest Cooper,
Mr. Tom Edwards, Mr. C. G. Swenson

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE

HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

September 26,1960

Mr. Victor D. Wolfe
Administrative Assistant to
Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

This is in further reference to our letter dated September 21, 1960 in which we asked that a representative of the Highway Department make plans to meet with property owners who have an interest in the West Hood River Inter-change layout.

In our letter we noted that the property owners were anxious to review the plans, particularly for those areas adjacent to the proposed Inter-change. We now have been advised that the Crag Rat organization is shocked to find that the proposed Inter-change may wipe out their club facilities. Their investment is directly east of the proposed Inter-change and we especially ask that plans of this area be included on the discussion agenda.

In view of the interest in this matter, we believe it would be very appropriate to schedule a meeting at your earliest convenience.

I should point out that the Port of Hood River, who owns right of ways of value to the Highway Department, is very concerned that Freeway construction proceed in such a manner as to accomplish the maximum benefit for all parties in these negotiations.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch

GDB/rwb
George D. Bartch, Manager

cc- Judge Harris Higgins
C. G. Swenson
Ken Fridley - 2

Copy to Mr. Edwards

RECEIVED
SEP 27 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. D. WOLFE

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Channel

Hood River

Salem, Oregon
September 23, 1960

West Hood River Interchange
US 30

Mr. Tom Edwards
Construction Engineer
BUILDING

On September 16 I wrote to Mr. Bartch, Hood River Chamber of Commerce regarding subject interchange. You received a copy along with copies of Mr. Bartch's letters.

I hand you herewith a copy of Mr. Bartch's letter of September 21 addressed to me, said letter being self-explanatory.

I have discussed this with Mr. Cooper and advised him that you are going to submit plans to the Bureau of Public Roads for an on-ramp at the westerly end of the business development in the vicinity of our roadside rest area, fully expecting to be turned down, but thereby making it official.

Mr. Cooper indicates this is absolutely the proper approach to the problem; therefore, I request that you advise me as soon as you have an answer from the Bureau so I can, in turn, answer Mr. Bartch's letter.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.

cc: Mr. Forrest Cooper

05

2

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE

HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

September 21,1960

Mr. Victor D. Wolfe
Administrative Assistant to
Mr. W. C. Williams,State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

This is in reference to your letter of September 16th, regarding our inquiry on the West Hood River Inter-change layout.

At the March 25,1959 public meeting of the Oregon State Highway Department, State Highway Department Engineer Mr. Edwards distributed to the delegation a proposed layout of highway inter-changes from Viento to the Toll Bridge. This map was drawn in color and was very graphic in its presentation of the proposed construction.

Since the plan submitted to Hood River County Court recently differed from the proposed layout presented at the March 1959 meeting, particularly as it related to certain access features, we would greatly appreciate it if you would send a representative with plans of the proposed West Hood River Inter-change to meet with the property owners in the affected area.

Special interest is evidenced in the areas directly adjacent to the west side of the proposed Inter-change. For example, it is believed that west bound access to Highway 30 should be provided in the vicinity of the present wayside park area.

We sincerely hope that the arrangements will be made for such a conference at an early date. We will be pleased to handle the meeting at the Chamber office.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch

George D. Bartch, Manager

GDB/rwb

ccs- see attached.

RECEIVED
SEP 22 1960
OREGON
STATE HIGHWAY COMMISSION

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STATE [illegible] ENGINEER

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Hood River

September 16, 1960

Mr. George D. Bartch, Manager
Hood River County Chamber of Commerce
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

Reference is made to your cover letter of August 30 transmitting to Mr. C. G. Swenson a carbon copy of your letter adressed to the Hood River County Court.

When the public hearing was held on this matter in March 1959, representatives of the County and West Hood River people requested that a change be made in the interchange layout along the lines of our present plan. This was done and the revised layout submitted to the County Court who has given us its approval.

In view of the above, I cannot see where anything further is necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

cc: Hood River County Court
Mr. Cooper
Mr. Tom Edwards (with copies of Bartch's letters)
Mr. C. G. Swenson
FC:fn ms

August 30,1960

Judge Harris Higgins
Hood River County Court
Court House
Hood River, Oregon

Dear Judge Higgins:

It has been brought to our attention that the Highway Department has presented to the County Court for approval their plans for construction of the interchange access to Hood River at its western approach.

We presume that it is in accordance with the plan presented at public hearing by the Highway Department on Wednesday, March 25th, 1959, 2:00 P. M. at the Hood River City Council Chambers. At this meeting Mr. Edwards, Construction Engineer for the Department, explained the interchanges proposed for Viento, West approach to Hood River, Second Street approach, and the Toll Bridge approach. The map that he left at our office indicates that the West approach to Hood River will include a modified interchange in the vicinity of the Neighbors of Woodcraft Home and one in the vicinity of Meredith Motel. Westbound Highway 30 traffic would enter the service road area near the Home and re-enter Highway 30 in the vicinity of Meredith. Eastbound traffic would enter the service road near Meredith and re-enter in the vicinity of the Home.

During this meeting the oil companies and the motel owners stressed the fact that the bulk of their business came from the westbound lane of traffic and that the four summer months constitute the bulk of their revenue. Mr. Edwards noted that cognizance of this fact was taken into account in the proposed design of the westbound access leg.

We make these observations so that you may be fully appraised of the interest in the West Hood River interchange area and the fact that the proposed construction would include a modified interchange plan on both ends of the service roads. Since you have inspected and approved one phase of the interchange plan we ask that you keep in mind that the Highway Department Public Hearing March,1959 had

COPY

also included an interchange on the west end. Should the proposed plans not include this feature, I am confident that the taxpaying business people who have invested considerable funds along this service road area will want to be advised so that they may take steps to protect their interests.

With best regards,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch, Manager

GDB/rwb
cc-Mr. C. G. Swenson
Salem, Oregon

COPY

Member
Federation of Western Outdoor
Clubs

CRAG RATS

HOOD RIVER, OREGON

September 27, 1960

Mr. Victor D. Wolfe,
Administrative Assistant W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Wolfe:

Last Wednesday, September 21, 1960, we were appalled by the receipt of knowledge that the State Highway Department intends to take additional property belonging to the Crag Rats which would destroy our hut. This knowledge was learned by the request of your appraiser to enter our property and is the first time we had any knowledge of any such thing.

We were promised by right of way engineer, Massey, prior to the construction of the present highway that there would be no more Crag Rat property involved in any right of way takings. In 1958, at the request of the organization, the Highway Commission was asked by County Judge Arvo Hukari and Percy Bucklin if there would be any need for any more Crag Rat property. We were told "no" and in reliance upon this we built on to our hut with the assurance that we would be able to use it for many years to come.

We have been in communication with our Hood River County Chamber of Commerce and they have advised us that they have requested a meeting between your office and the interested property owners in this area of a proposed highway interchange west of Hood River. We look forward with interest to this meeting and are sure that the plans will be changed to comply with your original promise.

Yours very truly,

George B. Wertgen
Corresponding Secretary

cc: HR County Chamber of Commerce
Mart C. Perkins, Co. Engineer, Hood River
Judge Harris Higgins, County Judge, Hood River
Ken Fridley, Highway Commissioner, Wasco, Ore.
Ken Fridley, Highway Commissioner, Salem, Ore.

COUNTY OF HOOD RIVER
COUNTY CLERK'S OFFICE
HOOD RIVER, OREGON

TO WHOM IT MAY CONCERN:

When on the 17th day of August, 1960, the Hood River County Court met in regular session, the following was had, to-wit:

"Motion made by Commissioner Moore, seconded by Commissioner Krieg and carried that the Court approve the proposed interchange on Highway 30 approximately 2 miles west of Hood River as presented to the Court by the Highway Commission on August 15, 1960."

Certified a true copy of excerpt of minutes.

D E Ambler
County Clerk

RECEIVED
1960
[illegible]

May [illegible], 1960

1675

[illegible]
[illegible]
[illegible] Public Roads
[illegible] Building
[illegible], Oregon

[illegible]:

We have received the copy of the [illegible] basic report "[illegible] of [illegible]" presented to us with your letter of May 8. As a result of the meeting on May 17 in [illegible] conference room with Messrs. Maloney, Sargent, French, [illegible], of the Bureau of Public Roads, and members of the Highway Department staff, the various points in your letter have been ironed out. We have agreed to furnish approximately 50 per cent of our interchange justification data by [illegible] of this year.

Justification for provision of four lanes at all interchanges where the design hour volume is less than 700 [illegible] received and the required data will be sent in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

GKA:jp fn

May [illegible], 1960

1167

Mr. [illegible]
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear [illegible]:

I am writing in answer to your letter of May 12 concerning interchange justification on the interstate system.

As a result of the meeting held on May 17 with various officials of the Bureau of Public Roads and the Highway Department, we are proceeding with the design of four-lane interchanges on basic two-lane sections of the Interstate highway system. We will justify these four-lane interchanges on the basis of safety and the fact that this has been our design policy for the past five or six years. We stated at this meeting that you would be presented with approximately 90 per cent of our interchange justification data by June 1, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

GKA:jp fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

PLEASE RETURN TO
FORREST COOPER

When replying, refer to:
08-35.3

408 State Highway Building
Salem, Oregon

May 12, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Our letter of May 2, 1960 furnished a copy of an Illinois report on number and spacing of interchanges for the revised 1961 Interstate estimate. We suggested that you submit justification somewhat along these same lines by May 16, 1960. In addition, we requested that justification for provision of 4 lanes on all interchanges where the DHV is less than 700 be furnished.

The construction of 4 lanes initially at interchanges, even though 2 lanes could be provided for the minimum roadway, should be analyzed on its own merits in each individual case. If the estimated 1975 traffic is near enough to 700 DHV to suggest the possibility that the 1975 present estimate may be low, or if the cost of adjusting a 2-lane interchange if 4 lanes are later necessary or if a cost calculation including salvage value and discarded pavement should be adverse, or approximately so, and taking into account other significant elements including consistency, climbing lane requirements, etc., then the adoption of 4 lanes for the interchange ordinarily would be appropriate. We suggest that your reasons for providing 4-lane interchanges on basic 2-lane sections be included on the back of your interchange justification sheets under additional comments.

We would appreciate your advice as to whether you can submit your interchange justification at an early date.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Mr. Edwards -
See assignment 1675
dated May 3, 1960

CONSTRUCTION DIVISION
RECEIVED
MAY 13 1960
NOTED--☐☐☐☐☐
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IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

PLEASE RETURN TO
FORREST COOPER

When replying, refer to
08-35.3

408 State Highway Building
Salem, Oregon

May 2, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Mr. Cooper's March 4, 1960 letter furnished preliminary justification for approval of the interchange spacing on the Dodson-East Hood River section of Interstate Route 80N as required by the revised Interstate System instruction manual. On March 11, 1960 we furnished you copies of Mr. Barnetts' March 3 circular memorandum covering general guides for added documentation for interchange spacing and estimating interchange benefit-cost ratios. Subsequently, we advised you on March 16 that our Regional office requested that your justification data for interchange spacing on the Dodson-East Hood River section and other future submissions include information outlined in the guides.

File

We now attach a copy of an Illinois report on number and spacing of interchanges. While there is no official approval of the report as yet, it represents a procedure which could be of considerable value in your preparation of similar justification data.

In addition to the data outlined in the guides and the attached report, it will be necessary to include justification for provision of 4-lanes on all interchanges where the DHV is less than 700.

Please furnish your interchange justification data for the entire Interstate System by May 16, 1960. Submission by this date will be necessary in order that the required approval can be obtained from our Regional office in sufficient time so that the preparation of the revised estimate can proceed in an orderly manner.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Encl.

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

efer to

408 State Highway Building
Salem, Oregon

March 16, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Interchange Justification
Dodson-East Hood River

Dear Sir:

Mr. Cooper's March 4, 1960 letter furnished justification for approval of the interchange spacing on the Dodson-East Hood River section of Interstate Route 80N. This section is entirely rural, has an average interchange spacing of 3.3 miles and several spacings less than the desirable three-mile minimum.

Your submission was referred to our Regional office. Mr. Cameron's March 9, 1960 reply is quoted for your information as follows:

> "It is noted that the State desires to advertise a project on this section which includes the East Cascade Locks interchange on March 11. It is not believed that the State has sufficiently documented the reasons for the extremely close interchange spacing in this area in terms as outlined in Mr. Williams' March 3 Circular Memorandum. However, the section proposed for immediate advertising appears to fall within the category as outlined in paragraph 2 of Instructional Memorandum 20-4-60, since the detailed plans are apparently completed. Approval for the spacing for the section to be advertised March 11 is accordingly granted. Further documentation for the other interchanges, including a benefit cost ratio calculation, should be furnished as a minimum, regardless of what might appear to be an obviously favorable ratio.
>
> The inclusion of a six-foot left shoulder width is also believed to be acceptable under the implied policy established in Instructional Memorandum 20-4-60, since plans for the project are complete. If this were not the case, the provision of more than 4-foot shoulders would have to be justified for reference to this office."

NOTED
FORREST COOPER

(MORE)

Though your letter indicated that no alternate facility is available and it is impossible to provide one, in several instances on the section under consideration, interchanges are connected with frontage and/or local roads. Benefit-cost ratios should be computed even if considerable deviation from the normal travel pattern for substantial segments of traffic would be involved.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
19
OFFICE OF
STATE HIGHWAY ENGINEER

R

S. DEPARTMENT OF COMMERCE
JREAU OF PUBLIC ROADS
REGION EIGHT

efer to:

408 State Highway Building
Salem, Oregon

March 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are three copies each of Commissioner Armstrong's March 2, 1960 Instructional Memorandum and three circular memoranda from Mr. Barnett dated March 3, 1960 regarding the revised estimate of cost for completing the Interstate System. Mr. Barnett's memoranda cover instruction manual interpretation, general guides for added documentation for interchange spacing and number of lanes, and estimating interchange benefit-cost ratios.

You will note that the memoranda clarify procedures to be used. Your 3-foot offset to curbs on bridges longer than 150 feet, mentioned in your March 7 letter, will be permitted without further justification. However, generally speaking, other practices must be fully documented since previous Bureau approval is not justification in itself. Though previous instructions appeared to indicate that stabilized left shoulder sections in excess of 4 feet would be mandatory where the ratio of DHV(1975) to capacity is appreciably less than 1, 6-foot shoulders could be permitted if you present justification for this practice which would satisfy our Regional Engineer.

Crandall
Edw
Porter
Merchant
Cooper

Letter only

RECEIVED
MAR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
A. F. Bester
Acting Division Engineer

Encls.

NOTED
FORREST COOPER

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

March 3, 1960

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: G. M. Williams, Assistant Commissioner JBurnett
22-70

SUBJECT: 1961 Estimate - Estimating Interchange Benefit-Cost Ratio

Where the spacing of interchanges is less than the optimum value in the 1961 Estimate Manual additional documentation of justification for each interchange is required. One of the items of justification is a value of not less than 1.0 for the ratio of road user benefit to increased cost of construction resulting from the development of the interchange. The following type of analysis is acceptable for purposes of the 1961 Estimate.

(1) Determine the added right-of-way and highway construction costs for providing ramps at the interchange. This presupposes that separate justification exists for a grade separation at that crossroad, which usually would be the case, if not then the cost of the structure should also be added to the cost of the ramps.

(2) Multiply the added costs by 10 percent to obtain the added annual cost. This fixed percentage is considered to cover interest and amortization of the invested capital and the annual cost of maintenance.

(3) Compute the added annual road user operating costs, without the provision of the interchange, based on average ramp traffic volumes for a 30-year period. The use of A.D.T. 1975 traffic values will serve for this average.

Road user operating costs, based on local weighted averages, may be applied to the average travel distance with and without the interchange. In the absence of such road user costs the values in the AASHO 1952 informational report on road user benefit analyses may be used but should be increased 25 percent to reflect current costs for cars, fuel, tires, etc. If desired, broad average values of 9 cents per vehicle mile for travel on the Interstate highway, 11 cents per vehicle mile for travel on paved roads and streets off the Interstate highway and 14 cents per vehicle mile for non-paved roads and streets may be used. The cost of traffic control stops at 2 cents per stop may also be included.

(4) Where the annual saving in road user costs equals or exceeds the annual highway costs, the benefit-cost ratio is 1.0 or greater.

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

March 3, 1960

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: G. M. Williams, Assistant Commissioner J Barnett
22-70

SUBJECT: 1961 Estimate - General Guides for Added Documentation for Interchange Spacing and Number of Lanes

In regard to the review of the data submitted by the States in support of variation from optimum values for number of traffic lanes and spacing of interchanges in the Instruction Manual for the 1961 Interstate Estimate, the following basic principles should be followed:

Number of Traffic Lanes

The Manual (page 18) cites five items of justification data to be assembled by the States and reviewed by the Bureau field offices before recommendation is submitted to the Washington office for the number of traffic lanes to be included in the estimate above the optimum values given in the Manual. Where pertinent it is expected that consideration will be given to each of these five items and that the records will be documented. Where the following matters are pertinent and supporting data are furnished, such data will also be given consideration in evaluating a State's proposal for additional lanes.

(1) The relationship of the number of lanes proposed for a relatively short section of the Interstate highway to the number of lanes on adjacent completed sections.

(2) When two Interstate highways have a common location for a portion of their lengths and the joint traffic for 1975 is in excess of the volume that could be accommodated by the number of traffic lanes indicated as optimum in the Manual.

(3) When there is data to show that the other major streets and highways generally parallel to the Interstate route will be up to capacity.

-More-

Interchange Spacing

When the proposed spacing of interchanges is less than indicated as optimum in the Manual, added documentation for justification of each proposed interchange is required. However, where the plans show interchanges with other Interstate routes and with Federal-aid primary routes of major importance, additional documentation and review for such interchanges will not be required except for those which do not meet the minimum spacing. For these exceptions and for other interchanges proposed the following information may be considered in addition to such other data the State may wish to submit demonstrating public benefits or necessity:

(1) A statement of the type and condition of the cross road including:

  a. The system or regional plan of which it is a part.

  b. 1958 and 1975 ADT; through and turning.

  c. Number of existing traffic lanes and type of highway.

  d. Probable number of traffic lanes, 1975.

  e. Distance to and size of communities directly served.

(2) An analysis of the cross roads, the other roads and streets in the area, and the relation of the interchange to them and to other interchanges to assure the ability of the said streets and roads to effectively collect and distribute Interstate highway traffic.

(3) The relationship of the interchange to adjacent interchanges of the Interstate highway and the possible interference with the operation of traffic on the Interstate highway by providing the interchange.

(4) The existence of other roads or streets, or the probability of developing them, generally parallel to the Interstate System, which could be used by Interstate highway traffic by way of interchanges other than the one under consideration in traveling to and from its origin or destination.

(5) A statement of the cost resulting from construction of the interchange, together with the estimated benefit-cost ratio for the additional work involved.

(6) A special case where the interchange is clearly necessary to serve a compelling public need.

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

March 3, 1960

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: G. M. Williams, Assistant Commissioner J Barnett
22-70

SUBJECT: 1961 Estimate - Instruction Manual Interpretation

Some doubt appears to exist on a number of items relating to the interpretation of the Instruction Manual for Preparation and Submission of the 1961 Estimate of Cost of Completing the Interstate System. This memorandum is intended to correct apparent differences in interpretation in the interest of uniformity.

In the following comments reference is made to the page number in the Manual on which the instruction occurs:

Page 2 - Date of Report Submission. Report is to be available at the Washington office not later than August 1, 1960.

Page 4 - Locations for which public hearings have been held and for which PS&E preparation has been authorized are in Step 4 or higher. Where both these requirements have not been met, the location is in Step 3 or lower. Public hearings and authority to prepare PS&E are the key to the location being shown dashed or solid on the strip map.

Page 11- Unit Prices. Intent is to develop unit cost data from low bid prices for period cited that are directly applicable to the work of individual sections of the Interstate route. When work of comparable nature was not undertaken in the fiscal year cited in the area of a portion of an Interstate route the use of index factors to establish unit costs from low bid prices of other areas is proper. Whenever adjustments are needed in low bid price data to provide unit cost data for the estimate in a particular area the basis for such adjustment is to be developed and documented. Urban area prices should not be applied to rural area work, and vice versa. Likewise, prices bid for work on minor road systems will seldom be appropriate for consideration in establishing unit cost data for Interstate System sections.

-More-

Page 13 - Number of Copies. Total of 24 copies for the Bureau is adequate. Region and division office copies included in this total. Twenty copies to come to Washington office.

Page 15 - Traffic Data. Percent of trucks to be the percent of trucks in the traffic represented by the directional flow during DHV-75. Pick-up and 4-tired panel vehicles are not trucks. Transit buses are trucks.

Page 17 - Design Lane Capacity table is for multiple lane facilities (4 lanes or more).

Page 18 - Rural and Urban. The classification "Rural" or "Urban", line 2, Table B, is that determined by location within or outside of urban area boundaries as of January 1, 1960, established under Federal-aid statutes.

The work to be estimated, and its cost, is to be for a design which will provide the traffic service needed for 1975, all of which factors are directly affected by whether or not the highway is located in built-up urban areas, in outlying or suburban areas, or in rural areas adjacent to or removed from urban and suburban areas. In estimating the traffic service to be required in 1975, certain assumptions of land use development have been made. It is upon the development presumed to have occurred that the classification of urban, suburban, or rural, for purpose of design is to be made.

The strip maps in the reports will show the statutory urban area boundaries, but will not show the rural-suburban-urban characteristic boundaries expected by 1975. The States, in cooperation with the Bureau division engineer, will develop other maps in their records showing the rural-suburban-urban characteristics assumed for their estimate design. A strip map marked to show these area classification limits is desired in Washington separete from the bound estimate report.

Page 18 - Cities and Population. A separate memorandum on this subject has been issued.

-More-

Page 18 - Number of Traffic Lanes. The Washington office will be the reviewing authority on requests for approval of designs based on a number of lanes in excess of eight in cities of 1,000,000 or more population; in excess of six in cities of 400,000 to 1,000,000 population, or in excess of four in cities of lesser population, and in rural areas. Consideration of items (a) to (e), page 18 and 19 of the Manual, should be included with other data submitted as justification for designs proposed.

Page 20 - Interchange Spacing. There is attached a sketch showing as a line diagram the interpretation to be placed on the optimum values in the Manual for interchange spacing beyond which justification and Bureau approval is required. These values are to be applied to route segments, separate rural and urban, rather than State-wide by routes. Construction in authorized status is "history" and its mileage is excluded from computations for interchange spacing. The urban area classification is that established for design purposes and not limited to the urban area boundaries established by statute. Suburban areas are the outlying areas of lesser development concentration which form the transition area between truly rural area and the urban area itself. As noted earlier, a strip map marked to show the urban-suburban limits set by the State and division engineer in making their classification determination is requested to be furnished to the Washington office although not a part of the bound report.

Where the State's plan for a portion of the Interstate System meets the optimum values for number of traffic lanes, and for average and minimum spacing of interchanges, it will not be necessary for the State to present added documentation of justification for its plan, nor will it be necessary to establish that the net benefit-cost ratio for the interchanges is 1.0 or more.

Page 20 - Benefit-Cost. A separate memorandum is being issued on this subject.

Page 23 - Lighting. A Bureau of Public Roads memo on the estimate for lighting of the Interstate System will be issued under Instructional Memorandum 40-1-60.

-More-

Page 24 - Left Shoulders. Regarding the stabilized width of left shoulder of 3 to 4 feet as stated in the Manual, the term "stabilized" does not necessarily mean asphaltic paving. Stabilized shoulder sections used in the estimate which are in excess of 4 feet are to be justified to the satisfaction of the regional engineer. On 8-lane facilities in urban areas where a minimum median width is being used, a 6-foot or 8-foot left shoulder width or lesser dimension determined by regional engineer to be adequate is acceptable. It is not intended on this item to require a full left shoulder area.

Page 24 - Right Shoulders. Widths in excess of the AASHO standard value of 10 feet should be justified to the satisfaction of the regional engineer.

Page 26 - Other Design Items - Bridge Widths. Long and short bridges are to be divided at 150 feet in keeping with the standards. Deviation from this practice must receive the approval of the regional engineer upon presentation of justifying data. Previous Bureau approval of present practice is not justification in itself.

For long bridges a width based on the curb being offset 3 feet from the edge of the traveled way on both right and left side is acceptable without further justification. This meets the desirable AASHO Bridge Design Specification, and exceeds by 1 foot on each side the minimum value of the approved 1956 standards. Those States desiring to use the minimum value may do so. Widths in excess of the 3-foot value for curb offset must have the approval of the regional engineer.

For short bridges the bridge width for estimate purposes is to be the width of the approach roadway including the approved width of shoulders on the approach roadway.

Among other design elements to be considered is the width of travel lane. A 12-foot lane width is the AASHO Standard and the estimate is to be based on this figure, except as otherwise approved by the regional engineer. The same reasoning applies to other design values.

Table A - Where a route includes mileage in more than one route identification code, the route description is to be the complete description for the route number in that State, with the mileage shown separately for each route identification code. An example follows:

-More-

Example

Route Number		Route Identification Code	Route Description	Length, Miles
New	Old			
94	1	1	From the North Dakota-Montana State line near Beach via Dickinson and Bismarck to Fargo	352.3
29			From North Dakota-South Dakota State line southeast of Hankinson via Fargo and Grand Forks to the international boundary north of Grand Forks	
			-o-	
	2	1	Fargo to international boundary	150.6
			-o-	
	-	3	North Dakota-South Dakota State line to Fargo	65.5
194	-	2	From FAI Route 94 on the west bank of the Missouri River southeasterly to the west approach to the Missouri River Bridge between Bismarck and Mandan	1.3

Page 31 - Route Identification Code. Any route which was included in the previous estimate is given Route Identification Code 1. Routes designated in October 1957 and individual designations with Bureau of Public Roads approval since that date, which were not a part of the first estimate, are to be given Route Identification Code 2. A route in the 1,000-mile addition to the system authorized by the 1956 Act is to be given Route Identification Code 3 and excluded from this estimate.

-More-

Table B - Traffic. Where a State's current plan of interchange location or spacing is changed after consideration of the optimum values of the Manual, it is expected the traffic analysis and traffic assignment will be redone in accordance with the revised interchange pattern. The traffic assigned to the Interstate System on this basis, and on the assumption that other parallel arterial roads and other streets in the traffic corridor of the Interstate System will have been further developed, is to be shown on Table B. Where a section length is such that more than one traffic total is involved, the traffic value used in the design of the section is to be shown.

Tables B, C, C-1 - Page Numbers. Show Sheet ___ of ___ on each of these tables in the upper right corner. This was omitted in the Manual.

Page 43 - Line 4, Utility Adjustments. Question arose as to the significance of the exclusion of right-of-way costs from this item. The intention is that all costs for the right-of-way of the Interstate highway is to be included in Line Item 2. Where a right-of-way item is a part of an agreement for utility adjustment, is located off the limits of the highway right-of-way, and is in every sense a cost of the utility adjustment, the cost of such right-of-way is to be included in the cost of the utility adjustment, Line Item 4.

Page 46 - Item 12 - Signs. Question arose as to the cost of highway signing, what was to be reported in Line Item 9 and what in Line Item 12. All sign costs, including those for signs at interchanges, are to be reported under Line Item 12.

Page 51 - ACI Projects. The last line under this item should read "ACI Projects are not to be reported in Table C or Table D."

Appendix A - Page 27 - Delete (or 1959) and (or 16 yr. period).

Page 29, second paragraph - Reference to page 25 should read page 21.

Fifth paragraph - Reference to page 32 should read page 26.

GENERAL

Strip map information, and Table B data (and punch cards), are needed on all Interstate route sections, even though many sections will reflect zero costs in the needs estimate.

-More-

Definition of an Interchange. The approved AASHO definition for interchange is "A grade separated intersection with one or more turning roadways for travel between intersection legs." Thus an interchange at a two-highway intersection can have one to eight ramps and the roadways forming the separated intersection can be two to four in number depending on whether a highway is or is not divided.

The thinking behind the definition is that two, and sometimes more, highways cross or meet, they are separated by one or more structures and there are turning roadways or ramps for traffic changing from one highway to another. It does not matter whether ramps are appreciable distances from one another or that the roadways of a divided highway are or are not near each other.

A pair of one-way streets, for example, is equivalent to a divided highway. The two grade separations and all the ramps leading to both streets constitute one interchange. This is illustrated in figures J-11(b) and (c) in "A Policy on Arterial Highways in Urban Areas" (Red Book).

Each of the diagrams in figures J-8 to J-21 inclusive, is considered a single interchange. Each illustration of existing interchanges in figures J-23 to J-40 inclusive, is considered a single interchange.

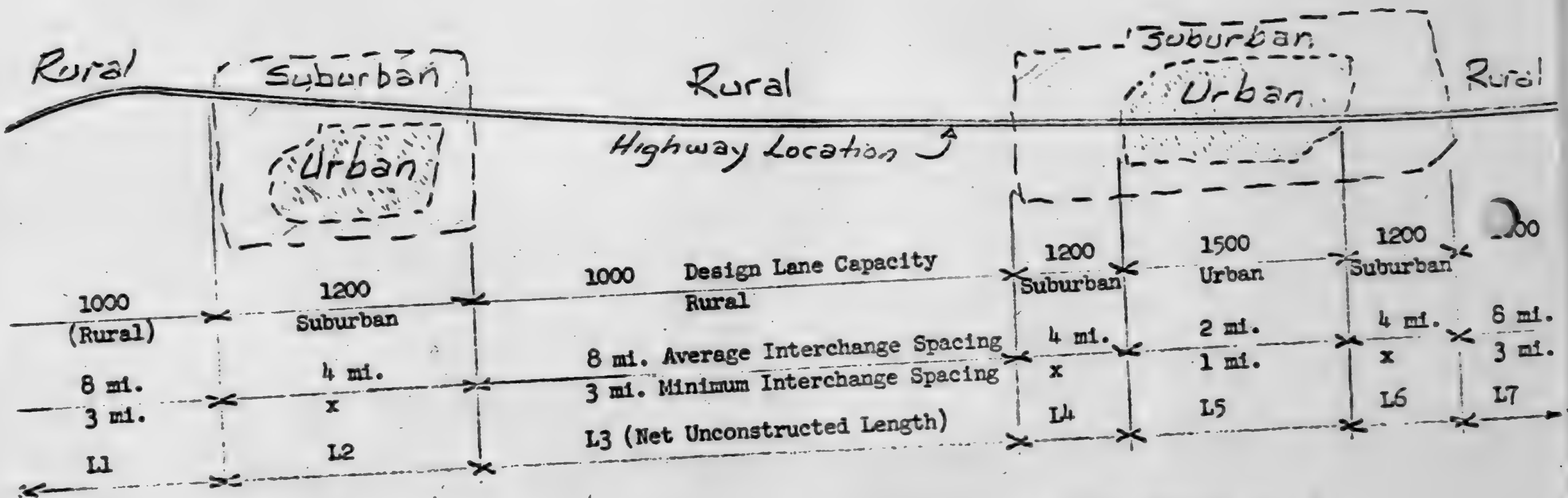
In the "Policy on Geometric Design of Rural Highways" (Blue Book) each illustration in figures IX-17 to IX-35 inclusive, and in figures IX-37 to IX-41 inclusive, is considered a single interchange.

Attachment

LENGTH TO BE TESTED FOR SPACING

Each length shown in diagram, L1 or L3 for rural, L2, L4, or L6 for suburban, and L5 for urban, is to be the length for which the average spacing is to be computed for comparison with optimum spacing of the Manual. Interchanges and mileage in authorized status are to be excluded.

SKETCH MAP LINE DIAGRAM - SCHEMATIC



Example

L3, divided by Number of Interchanges in that length, equal to, or greater than 8

L2, divided by Number of Interchanges in that length, equal to, or greater than 4

L5, divided by Number of Interchanges in that length, equal to, or greater than 2

U. S. DEPARTMENT OF COMME
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

March 2, 1960
(July 1, 1960, expiration)

INSTRUCTIONAL MEMORANDUM 20-4-60

SUBJECT: Additional Documentation Re: Interchange Spacing and Number of Lanes - Interstate System

The Instruction Manual for the preparation of the 1961 estimate of cost for the Interstate System calls for additional documentation and reviews where the proposed numbers of traffic lanes and the spacing of interchanges do not fall within the optimum values indicated in the Manual. Such additional documentation and reviews will also be required for those PS&E proposals submitted after June 30, 1960, where the lanes and interchanges do not fall within the optimum values. Between the present date and July 1, 1960, this additional documentation will not be required in some cases, and in other cases it will, depending upon the situation for the individual projects.

For example, it is not expected that the division engineer will require the additional documentation over and above present practice including engineering data already in the files of the State upon which the design for the particular project is based, if the detailed plans are completed or substantially completed, or if the project has been advanced through the purchase of right-of-way in accordance with the details of design and with the approval of the Bureau for such purchase.

In cases where the plans are not now nearing completion and the interchange spacing or number of lanes is not within the optimum value, it is expected that the additional documentation in those instances would be required and the approval of the regional or Washington office as specified obtained for these items.

In cases where the State is of the firm opinion that the documentation for these different than optimum values is conclusive and the Bureau of Public Roads takes the opposite position the interchanges or lanes above those on which there is agreement may with the approval of the regional office regarding interchange spacing and the Washington office regarding the number of lanes be considered as stage construction which could be undertaken during the latter part of the program in the event actual traffic conditions as developed on the Interstate route prove the need for these facilities. In such cases because of the doubt as to their need, these features would not be included in the initial construction or the estimate of cost, but could be recorded in the State and Bureau files for possible use in a later estimate.

ELLIS L. ARMSTRONG
Commissioner of Public Roads

March 4, 1960

[illegible]

Re: [illegible] Justification
[illegible] Hood River

[illegible]:

I am presenting to you in this letter the interchange [illegible] for the subject section in order that you may transmit [illegible] to your regional office for its approval. This is [illegible] in view of the fact that the Cascade Locks [illegible] to be [illegible].

Interchange Justification No. 1 - Dodson Interchange: This interchange is under consideration.

Interchange Justification No. 2 - [illegible] Interchange: This interchange has been the subject of much discussion and correspondence between the Bureau of Public Roads and the Highway Department [illegible] concerning, [illegible] July 30, 1957: [illegible] system is [illegible] not be [illegible]." I [illegible] you said: "[illegible] of existing access [illegible] such as [illegible]. In the [illegible]." The [illegible] of Public [illegible] previously approved this [illegible] with that [illegible].

[illegible] Justification No. 3 - [illegible] Interchange: This [illegible] which [illegible] to the facilities [illegible] that are located on the south shore of the [illegible] can be provided to this area due to the [illegible] topography.

Interchange Justification No. 4 - West Cascade Locks Interchange: This is a partial interchange which provides service to and from the west [illegible] to the [illegible] route into Cascade Locks and to the [illegible] across the Columbia River.

Interchange Justification No. 5 - East Cascade Locks Interchange: This interchange provides service to and from the east to [illegible]. This is only a partial interchange [illegible] moves. The combination of [illegible] and the West Cascade Locks Interchange [illegible] interchange facility for the City of Cascade Locks. In referring to the West Cascade Locks Interchange and [illegible] the moves to and from the west, it can [illegible] that this interchange is positioned in such a [illegible] the greatest benefit to these fairly heavy moves. The [illegible] 2,100 average daily traffic in either direction. [illegible] it is necessary to [illegible] to the southerly side of the [illegible] the Oregon [illegible] can be [illegible] benefit to [illegible] average daily [illegible] This traffic is mostly [illegible]

[illegible]

Interchange Justification No. 7 - Wyeth Interchange: This interchange [illegible] to and from the Wyeth community. It is [illegible] this area by any other method [illegible] travel that would be required ([illegible] miles to [illegible] Interchange and 4.40 miles to Viento Interchange), and extremely high construction costs that would be necessary in order to provide a suitable frontage facility for travel to other interchange areas.

Interchange Justification No. 8 - Viento Interchange: This interchange provides service to the Viento community and the Viento State Park. It would be extremely costly to provide alternate facilities to this location because of topography, long distances to adjacent interchanges, and a great amount of property damage would accrue. The distance to the adjacent interchange areas is 4.40 miles to Wyeth Interchange and [illegible] miles to West Hood River Interchange.

Interchange Justification No. 9 - West Hood River Interchange: This interchange is located at the point where the existing route to Hood River proper diverges from the Columbia River Highway. This interchange would serve primarily traffic to and from the west whose origin or destination was the city of Hood River and those areas adjacent to the existing route. It also provides service for considerable commercial development in this area along the existing Columbia River Highway.

Interchange Justification No. 10 - Second Street Interchange: This is an existing interchange.

Interchange Justification No. 11 - East Hood River Interchange: This is an existing interchange. The over-all length of this section is [illegible] miles from [illegible] to West Hood River. It must be recognized in considering this location and the number of interchanges involved that the existing Columbia River Highway is being reconstructed to interstate standards and that this route, being more or less a water-level facility, presents problems of access that would not be present if the location were [illegible]. The various small communities along this route must be served by such interchanges rather than be destroyed. When an existing facility is converted to a freeway, it must be reconstructed in such a manner as to provide [illegible] service for a greater number of [illegible]. In studying this particular area, it is [illegible] that no alternate facility is available and that it is [illegible].

Referring to the last paragraph of your letter of March 1, you [illegible] the [illegible] shoulder as shown in the plans for the [illegible] and indicated that this should be modified [illegible] than four feet. I call your attention to the [illegible] shoulder width remains constant and the narrowing of shoulders will [illegible] an additional 170 cubic yards of excavation to maintain the [illegible] pattern. In view of the relatively small cost involved and the fact that all of the grading plans on this project were completed some time ago, we do not believe that we should be required to make this change at this time. We were first notified of the Bureau's objection to our shoulder width and need for justification of same on February [illegible] of this year. We are submitting data to present concerning our [illegible] and [illegible] which are not included in the present proposal. After considering the above-mentioned facts, it is requested that you reconsider and allow us to proceed with the grading of the [illegible] as per our original plan.

Very truly yours,

W. C. Williams
State Highway Engineer

By

[illegible]
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

GKA:jp:jw fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying refer to:
08-35.3

408 State Highway Building
Salem, Oregon

March 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-80N-2(11)41, Cascade Locks Section Grading, Section 104(b)5-Interchange Spacing.

Dear Sir:

Page 20 of the instruction manual for preparation and submission of the revised estimate of cost of completing the Interstate System points out what may be considered optimum values for interchange spacing. Sound engineering and economic judgment still apply, however, this section of the manual establishes procedures within the Bureau whereby interchanges closer than the optimum values must have the concurrence of the Regional Engineer. We attach two copies of an explanatory sketch of the criteria which was presented to your representatives on February 11 by Mr. Foster of our Washington office.

Grading costs on the Cascade Locks Section which is scheduled to be advertised on March 11 will be included in the revised estimate of cost. Therefore, prior to our authorization to advertise the project for bids, it will be necessary to obtain Regional office approval of your approximate average interchange spacing of 3.3 miles instead of 8.0 miles on the Dodson-East Hood River Section. In addition, the Dodson-Warrendale, Cascade Locks-Herman Creek, West Hood River-2nd St., Hood River and 2nd St., Hood River-East Hood River interchange spacing is less than the minimum spacing of 3.0 miles requiring supplemental justification. Early submission of the required justification is suggested.

Preliminary plans for the Cascade Locks Section also indicate a left shoulder stabilization of 6 feet. This should be modified to a width not greater than 4 feet as outlined in my February 25 letter unless you can submit justification for approval of an exception by the Regional Engineer for this particular project.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Bester
A. F. Bester
Acting Division Engineer

Attachments

CONSTRUCTION DIVISION
RECEIVED
MAR 2 [illegible]

NOTED-- ☐ ☐ ☐ ☐ ☐

RECEIVED
MAR - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

March 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

We have been advised by your people that you have been called to Washington, along with other Division Engineers, to discuss the 104(b)(5) Interstate Study. We wish to advise you of the following objections to the manual as set up:

First, we object strongly to the reduction in curb offset from three feet to two feet on interstate bridges over 150 feet in length. For many years past, Oregon has been using and will continue to use 30-foot bridge widths on structures over 150 feet in length. This seems to us an unpardonable retrogression if we will be required to use only a 28-foot width on the Interstate system. This would amount, in fact, to constructing the major facility in Oregon to a standard lower than that normally used on the ABC System.

The second item which should be discussed is the matter of justifying all details of design and particularly the location and spacing of interchanges. Oregon is a state of rugged terrain and narrow valleys which do not permit the establishment of parallel facility complementary to the Interstate system within these valleys. Therefore, the location of rural interchanges in Oregon, in large part, is dictated by terrain considerations and lack of alternate facilities to provide service within the corridor. In the sections of rugged terrain, there is some indication that sufficient justification cannot be achieved under your stated warrants for interchanges, and, therefore, at-grade intersections should be used. We feel that this would be an unpardonable retrogression of standards.

The third thing to which we strongly object is the reduction in left shoulder widths from six feet to four feet. With median widths remaining constant and the median drainage controlled as to depth by the shoulder location, you will find that reduction in shoulder widths will increase the cost of grading slightly. We started constructing to interstate standards in Oregon prior to the passage of the Interstate law and used four-foot shoulders. We found this to be unsatisfactory from a safety standpoint and increased our shoulder widths to six feet. The increase in cost is too trivial to be seriously considered. We urge the continued use of six feet in the interest of safety.

The fourth thing to which we object is the state-wide unit price basis. A great deal of our Interstate system has been surveyed in detail, and we have adequate data on which to prepare a proper cost analysis. Experience has shown that our 108(d) estimate was very good. Comparisons of our actual costs with our 108(d) estimates have indicated only minor divergences either over or under the 108(d) estimate, and the over-all average has been well within the normal percentages accepted in preparation of engineering estimates. Since time immemorial, engineering estimates have been based upon the cost of doing the various items of work. This seems so elementary as to require no further elaboration; however, I might point out to you that the average cost of moving excavation in the sands of [illegible] would bear no relation to the cost of moving heavy rock work, say, for instance, on the Columbia River Highway, where movement of traffic would also add to the cost. It would seem to me that the concept of average prices not only violates long-established engineering procedures but would surely involve the states and the Bureau in difficult explanations of overruns and underruns when visited by the GAO, the Blatnik Committee, or others.

The fifth thing to which we object has been the attitude of the Bureau in immediately putting into effect as actual controls the items set forth in the manual, such as justification of interchanges, reduced bridge and shoulder widths, and, in general, a reduction of standards. It is our feeling that any reduction of standards or cheapening of the Interstate system is unnecessary and unjustified and could be used as an indication that we were wrong in the first place. We strongly disagree with this philosophy and urge continuance of the adopted and accepted standards.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw:fp FC:fn me

cc Mr. Forrest Cooper
Mr. Tom Edwards

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JANUARY 26, 1960

(File Ref. D 315 - 2 - 40)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Overcrossing, West End of Hood River

Returned herewith for your record are prints of Highway Department Drawings Nos. 15265 (Vicinity Map) and 8662-A, which have been approved by our Chief Engineer.

The horizontal clearances shown on Drawing No. 8662-A appear to be correct.

Drawing No. 8662-A indicates some protection for the Proposed Railroad Revision (your reference, Roberts Projection) will be required. In this connection it is thought the agreement of June 1, 1951 outlines the obligations and rights of each party with respect to the Proposed Railroad Revision.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

[illegible]

[illegible]EIVED
[illegible] 1959
FOR FILING

When replying, refer to:
08-35.4
[illegible]
[illegible]

408 State Highway Bldg.
Salem, Oregon

April 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: West Hood River Interchange
Project I-80N-2(-)41

Dear Sir:

The West Hood River Interchange has been reviewed by this office and our Regional office and the following comments are offered for your consideration.

As proposed, this interchange consists of two partial interchanges approximately 3,000 ft. apart connected by two 2-way frontage roads. Would it be practical to provide all the on and off movements at the presently proposed location of the east half of the interchange and eliminate the structure at the west half completely? It appears possible to move H-Line ramp east of the easterly structure and move D-Line ramp to a location just west of that structure. We cannot tell whether it is feasible to move B-Line to a location just west of the easterly structure or not. If so, this treatment is considered desirable. Alternate costs should be considered.

The following minor weaknesses are noticed in the proposed design. Access is not controlled between the loop-type ramps and the crossroad in either the west or east partial interchange layouts. If feasible, controlling the access from the ramp connection to the crossroad connection in either case would be recommended. D-Line connects to C-Line where C-Line is on a 6% grade. This results in .06 ft. per ft. adverse super for right-turning vehicles. The long directional right turn roadway from K-Line onto the old highway into Hood River may be susceptible to the entrance of vehicles in the wrong direction. The 11% grade on A-Line immediately adjacent to a 55 ft. radius curve and intersection is not desirable, however, correction appears expensive and we feel that it is acceptable. There appears to be an error in the profile stationing for A-Line. By scale there are only 400 feet between stations 5 and 10 on this profile.

NOTED
G. K. ATTIG

(More)

B

The crossroad skew and the proposed ramp tapers would necessitate extremely long structures. A serious effort to reduce the structure lengths is recommended.

Testimony at the public hearing held in Hood River on March 25 revealed that the County and City engineers were interested in having the proposed design changed so that it may fit into the long range development plans of the area to the south of the freeway. Their suggested changes are in line with the comments expressed in paragraph two above.

We trust that something may be worked out to the satisfaction of all concerned.

Very truly yours,

C. G. Polk
Division Engineer

I-80N-2(28) Cascade Locks Sec., Columbia River Hwy. (Roadside Improve.) 1962

41

#6200

RECEIVED
APR 27 1965
FOR FILING
[illegible]
6200

April 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.2-DA

Dear Sir.

We have received your letter of April 20 concerning the signs at Cascade Locks.

Although we are not in agreement with your official interpretation of Item 61-23 of the Official Interpretation of Signs, we have, as of April 23, removed the word "ONLY" from the two signs in question in order to bring the project into conformance with AASHO regulations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
F. D. Crandall
L. H. Young
L. W. Rulien
R. N. Bothman

TE:jwa

FORM E-30 50M 3-63 63607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1965

SUBJECT:

Cascade Locks Section
Project No. I-80N-2(28)
Contract No. 6200

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

We have been informed by BPR Area Engineer W. Grafe that due to a nonconforming sign within the subject project, a final acceptance cannot be made.

The sign in question was placed by the Sign Division and was not a part of the contract for this project. The BPR will not give final acceptance for the project until the situation is corrected.

The exact terminology of the sign involved is not known, but it is something like "Bridge of the Gods Cascade Locks Next Exit Only".

L. H. Young

L. H. Young
Office Engineer

DAR:ia

cc: F. B. Crandall
F. D. Morgan
E. S. Hunter

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Hill Young to
Notify when BPR
sends our letter.

FORM BD-121 UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

FOR FILING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 20, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(20)39 Mult. Co. Line-E. Cascade Locks
Oregon I-80N-2(28)41 Cascade Locks
Signing

Our letter to you dated July 17, 1964 concerned the signing on Multnomah Co. Line-E. Cascade Locks section of the Columbia River Highway. Mr. Edwards' letter to this office dated July 29 gave the background that led up to the modification of the contract signing.

We have now been requested to accept project I-80N-2(28)41 Cascade Locks bypass roadside improvement.

Policy and Procedure Memorandum 21-15 dated June 16, 1964, paragraph 6b, outlines our responsibility concerning compliance to the Manual of Uniform Traffic Control Devices and/or the Interstate Sign Manual. Since the Interstate Sign Manual governs the highway sign in question, the Interstate Sign Manual takes precedence as stated in paragraph 3a of the aforementioned PPM.

Provision is made on page 24 (Other Guide Signs) of the Interstate Sign Manual for installation of additional signing that may be required to provide additional information regarding destinations accessible from an interchange. Interpretation Memorandum No. 61-23 provided for the use of the word "Only" at a situation where the driver was confronted with a lane drop at an exit ramp. The use of the word "Only" on signs for situations not outlined in the aforementioned memo will tend to diminish the effectiveness of its use at a lane drop situation.

Before the Cascade Locks Landscape project may be accepted it will be necessary that the sign in question be made to conform to the Interstate Sign Manual.

Copy to Edwards 4-22-65

RECEIVED
APR 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
Date: By:
For: Mr. E will have sign corrected immediately
Due Date: as plans require acceptance immediately

7

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

orig to Young
4-22-65

RECEIVED
APR 23 1964

6200

April 23, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6200 awarded to Knight Pearcy for roadside improvement on the Cascade Locks Section of the Columbia River Highway in Hood River County, was completed May 22, 1963, and replacement planting completed March 17, 1964, and accepted by the Highway Commission on April 23, 1964.

Final payment, in the amount of $826.94 will be released to the contractor after April 29, 1964. The total contract amount is $14,122.15 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

cc: L. H. Young
C. H. MAtson
Attn.: John Horr

RECEIVED
APR 22 1964

FOR FILING

I-V-2(34)-1

6200

April 21, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 22, 1963, on Contract 6200. The contract was with Knight Pearcy for roadside improvement on the Cascade Locks Section of the Columbia River Highway in Hood River County. Replacement planting was completed on March 17, 1964.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be on the agenda at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
APR 19 1965
FOR FILING

Salem, Oregon
April 16, 1965

Cascade Locks Section
Project No. I-80N-2(28)
Contract No. 6200

Mr. Tom Edwards
Assistant State Highway Engineer

Building

We have been informed by BPR Area Engineer W. Grafe that due to a nonconforming sign within the subject project, a final acceptance cannot be made.

The sign in question was placed by the Sign Division and was not a part of the contract for this project. The BPR will not give final acceptance for the project until the situation is corrected.

The exact terminology of the sign involved is not known, but it is something like "Bridge of the Gods Cascade Locks Next Exit Only".

L. H. Young
Office Engineer

DAR:ia

cc: F. B. Crandall
F. D. Morgan
E. S. Hunter

RECEIVED
APR 17 1964

477 Cottage Street NE.
Salem, Oregon 97301

April 14, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-80N-2(28)41
Cascade Forks Section
Roadside Improvement

Contract work was inspected March 31, 1964 and project is accepted as of that date.

NOTED
LLOYD P. SHAW

original To Young
4-17-64

-117-

FORM E-1 (REV. 5-63) FINAL

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING: Mar. 20, 1964
	SECTION: Cascade Locks	SECTION PREFIX: 614-1052
	HIGHWAY: Columbia River	COUNTY: Hood River
NAME OF JOB: Cascade Locks	KIND OF WORK: Readside Improvement	
CONTRACTOR: Knight Pearcy	CONTRACT NUMBER: 6200	FEDERAL AID PROJECT NUMBER: I-80N-2(28)41
DATE OF CONTRACT: Dec. 20, 1962	DATE WORK STARTED: Jan. 21, 1963	ESTIMATED COMPLETION DATE: May 22, 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS: 26	WORK DAYS USED: 24
PROJECT AUTHORIZATION: $ 17,625.71	ENGINEERING AUTHORIZATION $ 1250	PERCENT OF TIME ELAPSED: 92
EXCLUSIVE OF ENGINEERING: $ 16,372.33	ENGINEERING COST TO DATE $ 1750	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,122.15	PERCENT OF AUTHORIZATION ____ %	100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %	DATE PROJECT WAS COMPLETED: Contract Items May 22, 1963 Replacement Planting March, 17, 1964	

FINAL REPORT

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
	All work completed						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 ~~[illegible]~~ truck

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Showers		NOTED
TUESDAY	Cloudy		JOHN R. OAKES CONSTRUCTION DIVISION
WEDNESDAY	"		MAR 23 CB
THURSDAY	Fair		
FRIDAY	Rain		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	The contractor had a 5 man crew on job planting trees shrubs and vines, as per replacement list .
TUESDAY	Same - all replacement planting completed.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The contractor brought a load of trees,shrubs and vines to the project on Momday . This material conformed to a tabulation of dead or substandard plants made up by Mickey Stump,xxx Res. Eng. and Don Shuler, Div. Landscape Eng. aat the end of the plant establishment period, The 5 man crew completed planting on Tues.

Don Shuler inspected the plants material and the planting.

SIGNED W J Roberts

ADDRESS Portland

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
FEB 20 1964

FOR FILING

I-80N-2(28)

6300

February 19, 1964

Mr. Theodore Dee
Assistant Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Project I-80N-2(28)41
Roadside Improvement
Cascade Locks Section
Columbia River Highway

Dear Sir:

The following comments are submitted in regard to Mr. Schwiesow's inspection-in-depth report, dated March 19, 1963, taken in order from "Recommendations":

1. It has long been our policy to use native plants on planting projects in rural locations. All plants used in this project, with the exception of English Ivy and St. Johnswort, are indigenous to this location. These two ground cover plants have proven adaptable and satisfactory under a wide range of Western Oregon conditions and, with the possible exception of Bearberry, there are no suitable native plants that would serve as well the purpose for which they were planted.

2. Our experience has shown that the survival and growth of most collected indigenous plants have been less satisfactory than nursery-grown plants. Many of the native species lack fibrous roots, transplant poorly, require more care in re-establishment in any planting location, and in many cases, are difficult to locate near the planting site. In my opinion the cost would be comparable to or greater than nursery-grown plants, the survival rate would be less than nursery-grown plants, they would take longer to become established, and the time to achieve the ultimate effect and the purpose for which they were planted would be correspondingly lengthened.

3. The State has taken every known precaution to encourage the restricted planting to an "optimum-condition planting season". We favor as early planting in the fall as

possible, but recognize that nurseries do not dig evergreen species until after the first rains and do not dig deciduous species until after the first frosts of the season occur. In fact, some tree species, such as oak, are not normally dug until January. The only alternative to securing an earlier planting performance would be to specify container-grown plants. These are available in quantity in many species but very infrequently in native plants, excepting Oregon Grape. Unless we could enter into contracts for their growing and require their use by planting contractors, the restriction to use collected plants would be difficult in execution.

4. The State does not now have any contract for the growing of plants nor does it intend to unless express approval to require the contractor to use these plants is given.

We feel the Item No. 1 under "Comments on Recommendations" is in error. As one example, the thousands of acres of vine maple growing on dry, open ridges in logged-off areas indicates its adaptability to other than continually moist conditions. Under the less moist conditions it tends to "bush" rather than "vine"; a desirable growth habit in restricted areas. Thuyaplicata is present in the local timbered areas near the Bonneville project and is not confined to extraordinarily damp locations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison
R. L. Porter

LPS:ajw

FORM E-30X 50M 3-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1964

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Building

The following comments are submitted on the recommendations made by Area Engineer W. H. Schmiesow in his Inspection-in-Depth report on the Cascade Locks Roadside Improvement project dated March 19, 1963.

1. It has long been our policy to use native plants on planting projects in rural locations. All plants used in this project, with the exception of English Ivy and St. Johnswort, are indigenous to this location. These two groundcover plants have proven adaptable and satisfactory under a wide range of Western Oregon conditions and, with the possible exception of Bearberry, there are no suitable native plants that would serve as well the purpose for which they were planted.

2. Our experience has shown that the survival and growth of most collected indigenous plants have been less satisfactory than nursery-grown plants. Many of the native species lack fibrous roots, transplant poorly, require more care in re-establishment in any planting location, and in many cases are difficult to locate near the planting site. In my opinion the cost would be comparable to or greater than nursery-grown plants, the survival rate would be less than nursery-grown plants, they would take longer to become established, and the time to achieve the ultimate effect and the purpose for which they were planted would be correspondingly lengthened.

3. The State has taken every known precaution to encourage the restricted planting to an "optimum-condition planting season." We favor as early planting in the fall as possible, but recognize that nurseries do not dig evergreen species until after the first rains and do not dig deciduous species until after the first frosts of the season occur. In fact, some tree species such as Oak are not normally dug until January. The only alternative to securing an earlier planting performance would be to specify container-grown plants. These are available in quantity in many species, but very infrequently in native plants excepting Oregon-grape. Unless we could enter into contracts for their growing and require their use by planting contractors, the restriction to use collected plants would be difficult in execution.

LLOYD P. SHAW

4. The State does not now have any contract for the growing of plants nor does it intend to unless express approval to require the contractor to use those plants is given.

I am attaching a list of the plants used on the Cascade Locks project showing the number of plants, the number rejected and the percentage of loss.

Although the contractor on this project is well qualified in planting work, he has been less than diligent in the maintenance of the planting as required in the establishment period provisions of the contract. He has been reluctant to obtain adequate watering equipment, and, in my opinion, some of the higher percentage of loss suffered on this project was due to the lack of watering during the establishment period.

I would be pleased to discuss further Mr. Schwiesow's recommendations with Bureau personnel at any time.

Mark H Astrup

Mark H. Astrup
Landscape Engineer

Attachment

CASCADE LOCKS

	Planted	Rejected	% Loss
English Ivy	12,445	457	3.6%
Oregon Grape	1,040	31	3.0%
Bearberry	1,400	31	2.2%
Douglasfir	62	3	4.8%
Giant Arborvitae	26	9	34.6%
Pacific Dogwood	21	3	14.3%
St. Johnswort	1,600	850	53.1%
Vine Maple	595	168	28.2%

RECEIVED
FEB 1

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I 80N-

6200

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon
ATTENTION: Mr. L. P. Shaw

DATE: January 28, 1964

FROM : T. Dec, Assistant Division Engineer
08-35.4-DA Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-80N-2(28)41
Cascade Locks Section, Roadside Improvement
Inspection-in-Depth

Transmitted herewith is a copy of subject inspection-in-depth report prepared by Area Engineer W. H. Schwiesow. The recommendations are his and, in a general way, do not differ greatly from previous recommendations found in similar, previous reports.

We shall be pleased to discuss the recommendations made at a time of your choosing. We will also welcome any written comments you may care to send to us.

Attachment

CONSTRUCTION DIVISION
RECEIVED
FEB 3 1964

CONSTRUCTION DIVISION
RECEIVED
FEB 11 1964
NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE

NOTED
LLOYD P. SHAW

RECEIVED
JAN 31 1964
OFFICE ENGINEERING
DIVISION

Form PR-33
(5-2-56)

Region
~~Division~~ No. 8
Division
~~District~~ Oregon

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Project No. I-80N-2(28)41
March 19, 1963
For other, later dates see body of report.

Report on Inspection-in-Depth - Roadside Improvement

Inspection made by W. H. Schwiesow, Area Engr. *Date inspection made*

In company with M. M. Stump, Res. Engr., D. C. Shuler, Landscape Engineer, & Knight Pearcy, Contractor.

CASCADE LOCKS SECTION- COLUMBIA RIVER HIGHWAY

The project begins at Station 1886+00, approximately 0.3 mile west of the intersection of the Columbia River Highway with Moody Street in the city of Cascade Locks and ends at Station 1980+00, approximately 0.34 mile east of the east city limits of Cascade Locks.

The work consists of furnishing and placing topsoil, fertilizers and sawdust mulch and the furnishing and planting of trees, shrubs and vines.

The contract amount is $15,617.30.

RECOMMENDATIONS

With the understanding that the following recommendations apply only to similar situations, rural interchanges and/or roadside areas where provision of irrigation facilities cannot be economically justified, it is recommended that:

(1) Consideration be given to limiting planting to those species of trees, shrubs and grasses indigenous at or in the immediate vicinity of the site.

(2) As a part of (1) above, consideration be given to the planting of suitable "collected" specimens, collected as near the planting site as practicable. These could well be of a lesser size than the presently specified nursery-grown stock.

(3) Planting should be completed during an optimum-condition planting season shorter than that specified for subject project.

(4) The State make no representation, express or implied, that vines or other plant materials of definite size or other specified characteristic are available at a State-sponsored or any other source.

SUMMARY

Field supervision of planting operations was well handled by experienced and competent personnel.

MORE

Project records were found to be in good order including supporting data for progress estimates. Contractor and subcontractor payrolls had been checked and it was evident that considerable attention had been devoted to the labor provisions of the contract. Daily diary entries were quite complete. The diary entries regarding men employed on the project were checked against pay rolls on a sampling basis, and found to agree. In a similar manner, diary entries were checked against receipts issued for materials furnished. These also were found to be in agreement.

A trained and experienced landscape engineer was present at the site at practically all times actual planting was underway. At all times an inspector was present. The inspector's duties included the actual counting of trees, shrubs and vines planted, recording the amount of topsoil, fertilizer, mulch material etc. delivered and used. In the absence of the landscape engineer he performed the inspection of the planting operations. Also, as much of the work was accomplished before the regular construction season started, the Resident Engineer and Assistant Resident Engineer were able to devote more than the normal amounts of their time to the project.

To summarize, it was found that inspection, control and documentation procedures at project level were in all respects adequate.

A copy of the AASHO guide on project procedures was in the resident engineer's possession and he was familiar with its contents.

INSPECTION PROCEDURES

It will be noted that the date shown in the heading of this report is March 19, 1963. If only the work then proceeding were to be taken as the sole basis for this report, conclusions and recommendations based thereon would, at best, have little value. The decision was made then to return to the project at quite frequent intervals as the work progressed through the planting period, the establishment and post establishment periods. A total inspection time considerably greater than would normally be given to routine inspections of this type of project would be involved. The dates when special observations were made are as follows: March 19, March 20, April 26, April 30 (involving a trip to the contractor's nursery), May 24, June 7, July 16, & July 25. In addition quick observations of conditions have been made in passing through the project while en-route to other Federal-aid projects in the area since the July 25 date.

Work in progress on March 26 and April 24 inspections included placing of topsoil, fertilizer, mulching and planting operations. The Resident Engineer's office records were reviewed on March 20. Purpose of the April 30 visit to the contractor's nursery was to observe lifting and preparation of planting materials for transportation to the project. No deviation of practical consequence from specification requirements, as amended, was observed. The amendment will be discussed later in this report under (4) "Comments on Recommendations".

The later inspections were to observe growth and survival from the start of the establishment period, May 22, until the advent of the fall rains. On July 16, maintenance work required of the contractor, weeding and removal of windblown sawdust mulch from around partially covered vines, was observed. On July 25, in addition to field observations the resident engineer's office records were again reviewed.

LABOR COMPLIANCE

On April 26, the following contractor's employees were interviewed:

Hans Fuchs, laborer, reported receiving wages of $3.00 per hour

Niel Phillips, laborer, reported receiving wages of $3.00 per hour.

Both rates are in accordance with the approved wage schedule, "General laborer". Both men could equally as well have been shown as "Landscaping", the approved rate for which is also $3.00 per hour.

CONTRACTOR'S ORGANIZATION

The contractor has for many years operated a commercial nursery in the Salem area and has successfully completed several Federal-aid projects, landscaping, during the past few years. His employees on this project have worked for him for a considerable period of time and have had long experience in nursery and landscaping work.

COMMENTS ON RECOMMENDATIONS
(See "Recommendations" - above)

(1) Obviously, trees, shrubs and grasses growing well and reproducing naturally at or in the immediate vicinity of the site are well adapted to the local soil quality, natural drainage and climatic conditions. Douglas fir, broad-leaf maple, scotch broom, dogwood and native white clover flourish in the immediate vicinity. Heavy loss is noted in the case of the planted Thuyaplicata, which, although native to Western Oregon, thrives and reaches full development only in moist soil adjacent to a never-failing source of water. This is also generally true of vine maple.

(2) "Collected" stock would blend well with the specimens growing naturally in the vicinity, would have already adapted themselves to local soil and climatic conditions, could probably be furnished at a lesser unit cost and replacement, if found necessary under future maintenance, would be simplified. Smaller size is recommended because it is common experience that smaller plants can more readily and successfully be transplanted than larger plants.

(3) It was observed that the trees, shrubs and vines planted earliest enjoyed a much higher survival rate and evidenced far superior growth characteristics than those planted near the specified end of the planting season, May 1. This season could be - and was - extended by express permission of the engineer. Final planting date was May 15.

(4) On this project, such representation was made. When the contractor was ready to plant the English Ivy, it was discovered that plants of the specified size were, in fact, not available. By reason of its unfavorable bargaining position, the State was forced to pay the bid item amount for smaller plants (Price Agreement No. 1). It should be the contractor's sole responsibility to determine, before submitting his bid, that he can obtain specified plant materials, from a source selected by him. If then, for good reason, specification requirements must be relaxed, the State would be able to negotiate from a position of strength.

REPLACEMENTS REQUIRED

The establishment period ended on July 20. On July 23, the resident engineer and landscape engineer accompanied by the contractor inspected the project and it was then determined that the following replanting, to be accomplished during the fall growing season, would be needed:

Ivy	457
Oregon Grape	31
Bearberry	31
Douglas fir	3
Giant Arborvitae	9
Pacific dogwood	3
Aaronsbeard St. Johnswort	850
Vine maple	168

Upon proper replacement in the next growing season, the contractor's responsibility will end.

It has been noted recently that further loss has occurred since the July 23 inspection. Replacement of these additional items will become the responsibility of the State. If Recommendation (3) above had been in effect on subject project there can be no doubt that losses would have been less.

RECEIVED
APR 12 1963
FOR FILING

I 80N-2(28)41

6220

477 Cottage Street N. E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr
Salem, Oregon

April 8, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-2(28)41
Cascade Locks, Roadside Improvement

Reference is made to Mr. Astrup's letter dated March 29, 1963, concerning the substitution of 6-inch English Ivy plants for the specified 12-inch plants.

It is our understanding that the contractor on subject project had a considerable number of specification-sized plants available from a source under his ownership or control when the project was awarded.

We believe credible evidence should be furnished that all plants which were then available have been or will be used in completion of the project in accordance with the approved plans and specifications before any consideration be given to a plea for relief from contract requirements.

original To Astrup
cc Morgan
4-12-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Contr. #6200

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
FEB 13 1963
FOR FILING

MONTHLY TRANSACTION NO.	FO R-2 (RE.. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Hood River
		PROJECT NO. I-80N-2(28)41

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 1.3 mi. E. of Multnomah Co. Line E. 2.0 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	1.783
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,234.00	$ 15,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Shaw
ASST. State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(28)41

CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 9, 1963

Type Code Y005
Roadside Improvement (Sta. 1886+00 to Sta. 1980+00)(Contract 6200)

Furnishing and Placing Topsoil	1,580	cu.yd.	$ 2.25	$ 3,555.00
Furnishing and Planting Trees	120	only	7.75	930.00
Furnishing and Planting Shrubs	1,700	only	3.10	5,270.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	1,680	only	0.20	336.00
Furnishing and Planting Vines, Bearberry	1,450	only	0.27	391.50
Furnishing and Planting Vines, English Ivy	12,780	only	0.16	2,044.80
Organic Fertilizer, 5-3-2	40	cwt.	6.00	240.00
Inorganic Fertilizer, 10-16-8	10	cwt.	5.00	50.00
Manure Fertilizer	40	cu.yd.	6.00	240.00
Mulch Material	160	unit	16.00	2,560.00
				$15,617.30
Flagging (57½% of Contractor's Cost)	All Required			$ 50.00
	Subtotal			$15,667.30
	10% Engr. & Cont.			1,566.70
			Total	$17,234.00

Length of Project - - - - 1.783 Miles
Cost of Project Per Mile- $966.57

Federal Funds -	$15,800.00
State Funds -	1,434.00
	$17,234.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(28)41

CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 20, 1962

Type Code Y005
Roadside Improvement (Sta. 1886+00 to Sta. 1980+00)

Furnishing & Placing Topsoil	1,580 cu.yds.	$ 2.50	$ 3,950.00
Furnishing and Planting Trees	120 only	7.50	900.00
Furnishing and Planting Shrubs	1,700 only	3.00	5,100.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	1,680 only	.22	369.60
Furnishing and Planting Vines, Bearberry	1,450 only	.30	435.00
Furnishing and Planting Vines, English Ivy	12,780 only	.20	2,556.00
Organic Fertilizer, 5-3-2	40 cwt.	5.00	200.00
Inorganic Fertilizer, 10-16-8	10 cwt.	5.00	50.00
Manure Fertilizer	40 cu.yds.	5.00	200.00
Mulch Material	160 units	13.00	2,080.00
			$15,840.60
Flagging (57½% of Contractors' Cost)	All Required		50.00
	Subtotal		$15,890.60
	10% Engr. & Cont.		1,588.40
	Total		$17,479.00

Length of Project - - - - - - - - - - - - - - - - - - 1.783 miles
Cost of Project per mile - - - - - - - - - - - - - - - $9,803.14

Federal Funds -	$16,000.00
State Funds -	1,479.00
	$17,479.00

2

9

RECEIVED
DEC 21 1962
FOR FILING

I-80N-2(28)41

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 21, 1962

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on December 20, 1962, awarded to you State Highway Contract No. 6200 for the following project:

Roadside improvement on the Cascade Locks
Section of the Columbia River Highway in
Hood River County

This award was based on your low bid of $15,617.30 which was submitted to the Commission on December 18, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
DEC 27 1962
FOR FILING

[illegible]

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 20, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-0

Oregon Project I-80N-2(28)41
Cascade Locks Section
Columbia River Highway
Roadside Improvement

As requested in Mr. Hardie's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6200 to Knight Pearcy Nursery of Salem, Oregon, low bidder in the amount of $15,617.30 at the December 18, 1962 bid opening.

NOTED
LLOYD F. SHAW

NOTED
R. L. PORTER

original To Young
12-26-62

RECEIVED
NOV 30 1962
FOR FILING
I-80N-2(28)41

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 26, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-80N-2(28)41
Cascade Locks Section
Columbia River Highway
Roadside Improvement

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

RECEIVED
NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
11-29-62

NOTED
R. L. PORTER

I-5-1(45) Seven Oaks-Jackson St. Sec., 1962
28 Pacific Hwy. (Roadside Improve.)
#6201

RECEIVED
JAN 20 1965

FOR FILING

January 18, 1965

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

On December 30, 1964, we wrote to you concerning release of final payment on Contract No. 6201 awarded to Aichele Landscaping for roadside improvement on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County.

Final payment on this contract is $7,165 and the total contract amount is $97,815.04, including $312.71 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc Aichele Landscaping
11360 S. E. Stevens Road
Portland 66, Oregon

R. E. Morehead
900 Board of Trade Building
Portland 4, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
DEC 29 1964

FOR FILING

[illegible]

6201

December 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed January 3 on Contract No. 6201. The contract was with Solomon Aichele and was for roadside improvement on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 28, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc
- Floyd Query
- R. L. Porter
- P. M. Stephenson
- Victor D. Wolfe
- L. H. Young
- Ivan D. Merchant
- C. H. Maison
- L. R. Chandler

LPS:ajw bjs

RECEIVED
DEC 10 1964

6201

December 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on November 21, 1964, on Contract No. 6201, Seven Oaks-Jackson Street Section in Jackson County, in connection with Federal-Aid Project No. I-5-1(45)28.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: ________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:cr

RECEIVED
MAR 24 1964
FOR FILING

9

March 22, 1964

Rich & Sons Nursery
Route 1
Hillsboro, Oregon

Attention: Mr. Samuel J. Rich

Gentlemen:

This is to acknowledge receipt of your letter of March 18 stating that Eichele Landscaping owes you approximately [illegible] for plant materials furnished for jobs at Eugene and Medford. The two contracts on which Solomon Eichele is the principal contractor in the Eugene and Medford areas are described as follows:

Contract No. 6211 - Roadside improvement on the Judkins Pt.-Goshen
Section of the Pacific Highway in Lane County.
Surety: Fireman's Fund Insurance Company
Agent : R. E. Morehead
Completed February 24, 1964. Not yet accepted
by the Highway Commission.

✓ **Contract No. 6201** - Roadside improvement on the 7 Oaks-Jackson St.
Section of the Pacific Highway in Jackson County.
Surety and Agent - Same as above.
Completed January 2, 1964. Not yet accepted
by the Highway Commission.

The Fireman's Fund Insurance Company, through R. E. Morehead, 900 Board of Trade Building, Portland 4, Oregon, furnishes the performance bonds on these contracts. The bonds are given to assure completion of the contracts and payment of all bills incurred in them.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission. The claims may be filed prior to acceptance of the contracts. Attached are excerpts from the Oregon laws outlining the filing procedure.

NOTED ON CARD

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

R. E. Morehead
900 Board of Trade Building
Portland 4,Oregon

Aichele Landscaping
11360 S. E. Stevens Road
Portland 66, Oregon

Commissioners
CWH:fp

RICH & SONS NURSERY

Phone Midway 8-4770 ★ Route 1

HILLSBORO, OREGON

Seal of Quality

SAMUEL J. RICH

AMOS C. RICH

March 18, 1964

Mr. Floyd Query, Sec
Oregon State Hwy Comm
Salem, Oregon

Dear Mr. Query:

This is to advise that we have due and payable from Aichele Landscaping approximately $2300.00 for plant materials furnished for jobs at Eugene and Medford and would appreciate knowing if there is a reserve account due them to protect our interest.

Very truly yours,

RICH & SONS NURSERY

Samuel J Rich

#6215 – Lane Co.
#6201 – Jackson Co.

Cle
please reply
F.Q.

RECEIVED
MAR 19 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

I-5-1(45)28

For Week Ending Frebruary 27, 1964

Section Seven Oaks-Jackson St.

Highway Pacific County Jackson

Contractor Aichele Landscaping

Date of contract December 20, 1962

Date work started February 26, 1963

Project authorization $ 113,046.02

Exclusive of engineering $ 105,007.12

Kind of work Roadside Improvement

Section prefix 615-1004

Contract number 6201

Specified work days 60

Work days used 59

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $ 98,173.99

Estimated per cent XXXXXX or underrun 6.51 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 8,03883

Engineering cost to date $ 8,836.08, 109.92 %

Date project was completed 1-3-64, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor: No activity.

Estimated Completion Date: June 1964 (Replacement Planting).

Semi-Final Estimate will be delivered to Roseburg Division Office March 3, 1964.

This is the final Weekly Report.

CONSTRUCTION DIVISION
RECEIVED
MAR 2 1964
☐ CE ☑ E ☐ ACE ☐ ☐ COE

NOTED
JOHN R. OAKES

Signed H W Robertson

Address P. O. Box 646, Ashland, Oregon 97520

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 19 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon

August 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-5-1(45)28
Seven Oaks - Jackson St. Section - Roadside Improvement
Re: Mr. Morgan's letter of August 6, 1963

We approve your acceptance of the planting made during the 1963 spring planting seasons at the termination of the plant establishment period.

This approval is given with the understanding that Federal participation will be denied for any corrective work necessary in plantings that may develope after your acceptance of these plantings at the expiration of the plant establishment period.

Original signed by
M. E. Martin
Dist. Engineer

By: M. E. Martin
Acting Div. Engr.

RECEIVED
AUG 1[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Morgan
8-19-63

RECEIVED
AUG 8 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Subject: Seven Oaks - Jackson Street Section
Roadside Improvement
Project #I-5-1(45)28

Dear Mr. Parsons:

The 60 day "Establishment Period" on the subject job was up on August 1 for the planting that was completed in the spring of 1963. Although the special provisions of the contract state that the plant establishment period shall begin immediately after all other contract work has been performed, which was not the case on this project, it is recommended that you concur in the acceptance of this portion of the contract as soon as minor corrective work disclosed at an inspection made July 31 is completed. This recommendation recognizes that additional shrubs and ground covers are yet to be planted, that the lawn with its establishment period is not completed, and that the irrigation system has not been accepted.

The contractor requested a substitution of certain plants called for in the contract but unavailable in late spring. This request was turned down because of the lateness of the season and as it was anticipated the specified plants would be available in the fall of 1963. The contractor also elected to use State furnished Kinnikinnick plants, but due to the failure of the State's growing contractor, plants in the quantity and quality specified could not be made available to him. They too will be available for the fall 1963 planting season.

There is a possible conflict in the interpretation of the wording of the special provision clause on the establishment period for the pay item "lawn construction". We believe that a just interpretation would hold that lawn construction work under the contract, except the lawn establishment period, was completed with the seeding of the lawn. This corresponds to the practice followed in the planting of trees and shrubs and was followed in the Lowell Street - 19th Avenue Roadside Development project in Portland.

The installation of the water system was completed in accordance with the contract specifications. It subsequently developed that the sand filter was unsatisfactory and a price agreement is being discussed with the contractor to remove the sand filter and to replace it with gravel or crushed rock. This work should not be started until after the critical period of lawn establishment is over so that there will be no possibility of failure through lack of water.

The purpose of this letter is to request your approval of the State accepting the planting that was made during the 1963 spring planting season. Inasmuch as there were mitigating circumstances preventing the completion of the contract in all of the above instances, it would seem equitable and just for the State to accept the completed planting work at the end of the plant establishment period.

F. D. Morgan
Construction Engineer

cc: L. P. Shaw
L. R. Chandler
L. H. Young
M. H. Astrup

LLOYD P. SHAW
RECEIVED
AUG 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 19 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I -1(45)28

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 15, 1963

Medford Water Commission
City Hall
Medford, Oregon

ATTENTION: Mr. Robert L. Lee

Re: Water Meter Installation
Seven Oaks-Jackson St. Section
Pacific Highway
Jackson County
Project No. I-5-1(45)28

Gentlemen:

Your estimate and sketch map for the installation of a 2-inch water meter on this section has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 5, 1963.

The estimate has been approved as a lump sum agreement in accordance with PPM 21-6.2 and all supplements thereto. You will be paid the sum of $360.00 upon the completion of the work and the receipt of your bill for this amount, which should be submitted to our Resident Engineer. This bill must show the date this work began and the date it was completed.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: L. P. Shaw ✓
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
W. W. Robertson
P. R. Barnhart

RECEIVED
MAR 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 - 1963

FOR FILING
I-5-1(45)28
62.01

477 Cottage Street, N. E.
Salem, Oregon

March 5, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.4-0
A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-5-1(45)28
Seven Oaks - Jackson Street Section
Water Meter Installation

Our memorandum dated November 26, 1962 approved the P.S.&E. documents for the physical construction phase of the subject project.

We hereby approve the estimate and sketch prepared by the Medford Water Commission covering the installation of a 2-inch water meter and furnished with Mr. Young's letter dated March 1, 1963. Reimbursement on an agreed lump sum basis of $360.00 is approved.

You now are authorized to proceed with the installation of the water meter effective this date. Approval and reimbursement for the work is subject to the provisions of PPM 21-6.2 dated November 23, 1960 and supplements thereto.

NOTED
LLOYD P. SHAW

original To Young
3-7-63

RECEIVED
MAR 1 1963

FOR FILING

I-5-1(45)28

63-1

March 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Seven Oaks-Jackson St. Section
Pacific Hwy., Jackson County
Project No. I-5-1(45)28

Dear Sir:

Herewith are two copies each of the estimate and sketch covering the installation of a 2-inch water meter prepared by the City of Medford in connection with construction of the irrigation system on the subject project. Copies of Mr. Litchfield's letter of Feb. 14, 1963, requesting the installation were submitted to your office.

Please note that while the estimate is $460.43, the City is requesting lump sum payment of $360.00.

Your approval of the agreement between the State and City as evidenced above, with reimbursement on lump sum basis, and authorization to proceed with the work under the provisions of PPM 21-6.2 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
FEB 19 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

621 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 14, 1963

City of Medford Water Commission
City Hall
Medford, Oregon

ATTENTION: Mr. Robert L. Lee

Re: Water Meter Installation
Seven Oaks-Jackson Street Section
Pacific Highway - Jackson County
Project No. I-5-1(45)28

Gentlemen:

The State hereby requests water service for the abovenamed section. This will require the installation of a 2-inch water meter at the location shown in red on the attached plan sheet.

Please submit an estimate and sketch map which will show the work necessary to make this connection to your system.

Payment for this work will be made in accordance with PPM 30-4 and all supplements thereto, and your attention is directed to paragraph 7-e(3) with reference to the submission of a lump sum estimate. Since this work will cost less than $2,500 it is requested that we arrive at a lump sum agreement for this cost.

Your early attention to this matter will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:hjh
Attachment
cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
L. R. Chandler
R. L. Lammert
W. W. Robertson
P. R. Barnhart

RECEIVED
FEB 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 6201

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
FEB 7 - 1963
FOR FILING

HIGHWAY TRANSACTION NO.
2-27

PROGRESS REPORT NO.
1(45)
6201

PR-2
6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: I-5-1(45)28

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 6.8 mi. N. to Jackson St. Medford

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	6.811
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 110,533.00	$ 101,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw
ASST. State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
By (Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer: February 1, 1963

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(45)28

SEVEN OAKS-JACKSON STREET SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 9, 1963

Type Code X005
Roadside Improvement (Sta. 432+50 to Sta. 792+13)(Contract 6201)

Furnishing and Placing Topsoil	1,700	cu.yd.	$ 2.50	$ 4,250.00
4' x 48" Metal Gates	1	only	35.00	35.00
Irrigation Water Supply System	All	Required		7,250.00
1/2-inch Water Pipe	650	lin.ft.	0.35	227.50
3/4-inch Water Pipe	4,160	lin.ft.	0.39	1,622.40
1-inch Water Pipe	4,100	lin.ft.	0.50	2,050.00
1-1/4-Inch Water Pipe	2,000	lin.ft.	0.59	1,180.00
1-1/2-Inch Water Pipe	1,600	lin.ft.	0.67	1,072.00
2-inch Water Pipe	1,600	lin.ft.	0.86	1,376.00
2-1/2-Inch Water Pipe	1,500	lin.ft.	1.29	1,935.00
3-Inch Water Pipe	120	lin.ft.	1.93	231.60
4-Inch Water Pipe	300	lin.ft.	3.07	921.00
1-1/4-Inch Automatic Control Valves	1	only	26.95	26.95
1-1/2-Inch Automatic Control Valves	1	only	31.70	31.70
2-Inch Automatic Control Valves	20	only	40.90	818.00
3/4-Inch Gate Valves	1	only	5.65	5.65
1-1/4-Inch Gate Valves	1	only	8.15	8.15
1-1/2-Inch Gate Valves	1	only	9.90	9.90
2-Inch Gate Valves	1	only	13.75	13.75
1/2-inch Manual Drain Valves	50	only	7.12	356.00
1-1/4-Inch Vacuum Breakers	1	only	13.50	13.50
1-1/2-Inch Vacuum Breakers	1	only	17.00	17.00
2-Inch Vacuum Breakers	8	only	23.00	184.00
Shrubbery Sprinkler Heads	150	only	1.60	240.00
Pop-up Sprinkler Heads, Nonrevolving	70	only	4.25	297.50
Pop-up Rotary Sprinkler Heads	135	only	24.95	3,368.25
3/4-inch Quick-coupling Hose Valves	70	only	5.85	409.50
10-section Automatic Sprinkler Controller	1	only	2,232.00	2,232.00
12-section Automatic Sprinkler Controller	1	only	2,594.95	2,594.95
Control Valve Markers	12	only	3.70	44.40
3/4-Inch Galvanized Steel Pipe (Conduit)	80	lin.ft.	1.18	94.40
1-Inch Galvanized Steel Pipe (Conduit)	100	lin.ft.	1.18	118.00
Furnishing and Planting Trees	970	only	6.00	5,820.00

Furnishing and Planting Shrubs	16,000 only	$ 2.00	$ 32,000.00
Furnishing and Planting Vines, Bearberry	14,600 only	0.30	4,380.00
Furnishing and Planting Vines, Hybrid Bearberry	1,900 only	0.40	760.00
Furnishing and Planting Vines, Pointreyes Ceanothus	500 only	0.80	400.00
Roadside Seeding	56 acre	95.00	5,320.00
Lawn Construction	6 acre	1,000.00	6,000.00
Grass Seed, Creeping Red Fescue (ILLAHEE)	1,130 lb.	0.35	395.50
Grass Seed, Chewings Fescue	1,130 lb.	0.35	395.50
Grass Seed, Kentucky Bluegrass	2,100 lb.	0.62	1,302.00
Organic Fertilizer, 5-3-2	43 cwt.	5.25	225.75
Inorganic Fertilizer, 10-16-8	370 cwt.	5.25	1,942.50
Manure Fertilizer	330 cu.yd.	6.00	1,980.00
Mulch Material	510 unit	12.00	6,120.00
			$100,075.35
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
Install Meter	All Required		360.00
			$ 410.00
	Subtotal		$100,485.35
	10% Engr. & Cont.		10,047.65
	Total		$110,533.00

Length of Project - - - - 6.811 Miles
Cost of Project Per Mile- $16,228.60

Federal Funds -	$101,000.00
State Funds -	9,533.00
	$110,533.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(45)28

SEVEN OAKS-JACKSON STREET SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 16, 1962

Type Code Y005
Roadside Improvement (Sta. 432+50 to Sta. 792+13)

Furnishing and Placing Topsoil	1,700	cu.yd.	$ 3.00	$ 5,100.00
4'x4'8" Metal Gates	1	only	60.00	60.00
Irrigation Water Supply System	All	Required		7,500.00
1/2-inch Water Pipe	650	lin.ft.	0.50	325.00
3/4-inch Water Pipe	4,160	lin.ft.	0.60	2,496.00
1-inch Water Pipe	4,100	lin.ft.	0.80	3,280.00
1¼-inch Water Pipe	2,000	lin.ft.	0.85	1,700.00
1½-inch Water Pipe	1,600	lin.ft.	1.10	1,760.00
2-inch Water Pipe	1,600	lin.ft.	1.70	2,720.00
2½-inch Water Pipe	1,500	lin.ft.	1.95	2,925.00
3-inch Water Pipe	120	lin.ft.	2.50	300.00
4-inch Water Pipe	300	lin.ft.	3.35	1,005.00
1¼-inch Automatic Control Valves	1	only	30.00	30.00
1½-inch Automatic Control Valves	1	only	40.00	40.00
2-inch Automatic Control Valves	20	only	50.00	1,000.00
3/4-inch Gate Valves	1	only	10.00	10.00
1¼-inch Gate Valves	1	only	15.00	15.00
1½-Inch Gate Valves	1	only	20.00	20.00
2-inch Gate Valves	1	only	25.00	25.00
1/2-inch Manual Drain Valves	50	only	8.50	425.00
1¼-inch Vacuum Breakers	1	only	15.00	15.00
1½-inch Vacuum Breakers	1	only	18.00	18.00
2-inch Vacuum Breakers	8	only	25.00	200.00
Shrubbery Sprinkler Heads	150	only	2.00	300.00
Pop-up Sprinkler Heads, Non-Revolving	70	only	4.25	297.50
Pop-up Rotary Sprinkler Heads	135	only	30.00	4,050.00
3/4-inch Quick Coupling Hose Valves	70	only	10.00	700.00
10-Section Automatic Sprinkler Controller	1	only	500.00	500.00
12-Section Automatic Sprinkler Controller	1	only	600.00	600.00
Control Valve Markers	12	only	4.00	48.00
3/4-inch Galvanized Steel Pipe (Conduit)	80	lin.ft.	1.00	80.00
1-inch Galvanized Steel Pipe (Conduit)	100	lin.ft.	1.30	130.00

Furnishing and Planting Trees	970 only	$ 7.50	$ 7,275.00
Furnishing and Planting Shrubs	16,000 only	5.50	56,000.00
Furnishing and Planting Vines, Bearberry	14,600 only	0.30	4,380.00
Furnishing and Planting Vines, Hybrid Bearberry	1,900 only	0.40	760.00
Furnishing and Planting Vines, Pointreyes Ceanothus	500 only	0.80	400.00
Roadside Seeding	56 acres	300.00	16,800.00
Lawn Construction	6 acres	1,250.00	7,500.00
Grass Seed, Creeping Red Fescue	1,130 lbs.	0.60	678.00
Grass Seed, Chewings Fescue	1,130 lbs.	0.60	678.00
Grass Seed, Kentucky Bluegrass (Illahee)	2,100 lbs.	0.75	1,575.00
Organic Fertilizer, 5-3-2	43 cwt.	5.50	236.50
Inorganic Fertilizer, 10-16-8	370 cwt.	5.00	1,850.00
Manure Fertilizer	330 cu.yd.	5.00	1,650.00
Mulch Material	510 units	15.00	7,650.00
			$ 145,107.00
Flagging (57½% of Contractors Cost)	All Required		$ 50.00
Install Meter	All Required		360.00
			$ 410.00
	Subtotal		$ 145,517.00
	10% Engr. & Cont.		14,551.00
	Total		$ 160,068.00

Length of Project- - - - - - - - - - - - - 6.811 miles
Cost of Project Per Mile- - - - - - - - - $23,501.39

Federal Funds- $ 147,000.00
State Funds- 13,068.00

$ 160,068.00

RECEIVED
DEC 21 1962
FOR FILING

FORM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6201

December 21, 1962

Solomon Aichele
11360 S. E. Stevens Road
Portland 66, Oregon

Dear Sir:

The State Highway Commission on December 20, 1962, awarded to you State Highway Contract No. 6201 for the following project:

Roadside improvement on the Seven Oaks-Jackson Street Section of the Pacific Highway in Jackson County.

This award was based on your low bid of $100,075.35 which was submitted to the Commission on December 18, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
DEC 27 1962
FOR FILING

I-5-1(45)28

6201

477 Cottage Street, N.E.
Salem, Oregon

December 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(45)28
Seven Oaks-Jackson Street Section
Pacific Highway
Roadside Improvement

As requested in Mr. Hardie's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6201 to Solomon Aichele of Portland, Oregon, low bidder in the amount of $100,075.35 at the December 18, 1962 bid opening.

NOTED
LLOYD P. SHAW

NOTED
R. L. PORTER

original To Young
12-26-62

9

RECEIVED
DEC 6 1962
FOR FILING

I-5-1(45)28

2201

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 4, 1962

T. Dec, Assistant Division Engineer
08-35.2-DB Salem, Oregon

Oregon I-5-1(45)28
Seven Oaks-Jackson Street Section
Request for locked gate access

In reply to Mr. F. D. Morgan's letter of October 8, 1962, request for a locked gate access opposite the southeast end of the Crater Lake Highway Bridge crossing Bear Creek (approximately Station 2369+15) in the Type 2 fence in place is hereby approved.

It is noted that construction of subject gate is incorporated into Project I-5-1(45)28, Seven Oaks-Jackson Street, Roadside Improvement, as approved in our letter dated November 26, 1962 authorizing the State of Oregon to advertise the project for bids.

RECEIVED
DEC 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Morgan
12-6-62

NOTED
R. L. PORTER

RECEIVED
NOV 30 1962

FOR FILING
I-5-1(45)28
6201

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 26, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

M. E. Martin
District Engineer

Oregon Project I-5-1(45)28
Seven Oaks-Jackson Street Section
Pacific Highway
Roadside Improvement

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

RECEIVED
NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-29-62

NOTED
R. L. PORTER

I-5-1(38) Illumin. Instal. on Barnett 1962
28 Rd. Interch., Pacific Hwy.
#6202 in Medford

Agreements—

C & A 2546

Monthly transaction number I-5-1(38)28 3-80	Form [illegible] (5-31-[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Jackson**
Project report number **8**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project number **I-5-1(38)28**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 1**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project $ **13,217.00**

Revised Federal funds $ **12,147.08**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **19** day of **March**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stone

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~**XX**~~ **A. W. Parsons**
Division Engineer

By: L R Backlund
L. R. Backlund, Administrative Mgr.

6202

Form Approved; Budget Bureau No. 41-R2089

TRANSACTION NO. RECEIVED FEB 7 1963	FORM R-2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. FOR FILING	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Jackson PROJECT NO. I-5-1(38)28

6202

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Barnett Road So. Medford

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,182.00	$ 11,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd B. Stein

ASST. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-1(38)28

BARNETT ROAD INTERCHANGE OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 16, 1963

Type Code X030
Illumination (Sta. "L" 846+70 to Sta. 880+30) (Contract 6202)

Interchange Illumination in Place	All Required	$10,975.00
		$10,975.00
Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
	Subtotal	11,075.00
	10% Engr. & Cont.	1,107.00
	Total	$12,182.00

Length of Project . . . . 0.00 Miles

Federal Funds -	$11,200.00
State Funds -	982.00
	$12,182.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Federal-Aid
Project No. I-5-1(38)28

Oregon State Highway Department

BARNETT ROAD INTERCHANGE OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 1, 1962

Type Code Y030
Illumination (Sta. "L" 846+70 to Sta. 880+30)

Interchange Illumination in Place	All Required	$13,000.00
	Subtotal	$13,000.00
	10% Engr. & Cont.	1,300.00
	Total	$14,300.00

Length of Project - - - - - 0.000 Mile

Federal Funds -	$13,000.00
State Funds -	1,300.00
	$14,300.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(38)28

BARNETT ROAD INTERCHANGE OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 21, 1962

Type Code Y030
Illumination (Sta. "L" 846+70 to Sta. 880+30)

Interchange Illumination in Place	All Required	$13,000.00
		$13,000.00
Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$13,100.00
	10% Engr. & Cont.	1,310.00
	Total	$14,410.00

Length of Project - - - - - 0.000 Miles

Federal Funds -	$13,000.00
State Funds -	1,310.00
	$14,410.00

FORM E-123X 50M 3-63

RECEIVED

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(38)38

6202

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 6, 1964

Steeck Electric Company
1046 Court Street
P. O. Box 1243
Medford, Oregon

Gentlemen:

Contract No. 6090 Crater Lake Interchange Illumination
Contract No. 6202 Barnett Road Interchange Illumination

I have your letter of December 16, 1963, and accompanying invoices covering previously presented claims and presenting new claims of interest due on monies not paid on the two contracts.

Since receipt of your letter I have spent considerable time reviewing the original claims as presented on Contract 6090 by your invoices 16329, 16330, and 16331. This review and further investigation reaffirms the Departments stand on these claims as outlined to you in Mr. Norton's letters of June 17, 1963, and December 1[illegible], 1963. Our offer to pay you for the extra concrete involved in the pole bases, as evidenced by the price agreements forwarded you December 13, 1963, by Mr. Norton still stands. If you will sign and return this price agreement it will be put in line for payment. I feel that the allowances made on the final estimate mailed you November 22, 1963, and the above mentioned price agreement are just and all that is due you on the contract. The new item of interest due on invoices 16488 and 16489 is not an obligation of the State under the terms of the contract and is denied.

The new item of interest on invoice 16490, Contract 6202 is not an obligation of the State under the terms of the contract and is denied.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
P. M. STEPHENSON

CAG:jm
cc L.R. Chandler
~~P.M.~~ Stephenson
Roy Norton
Accounting Division
Legal Division

RECEIVED
JAN 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1963
FOR FILING

I-5-1(38)21

6202

October 18, 1963

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

On August 20, 1963, we wrote to you concerning release of final payment on contract #6202, awarded to Steeck Electric Co., for the Barnett Road Interchange Illumination Installation on the 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County.

Final payment on this contract is $2,463.29 and the total contract amount is $12,670.04, including $1,695.04 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6180 folder#2 Ends with: Contract# 6202

FLASH CARDS: Begins every Contract

Remarks: #6202 continues on reel 113

Reel No. 112 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 16 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm